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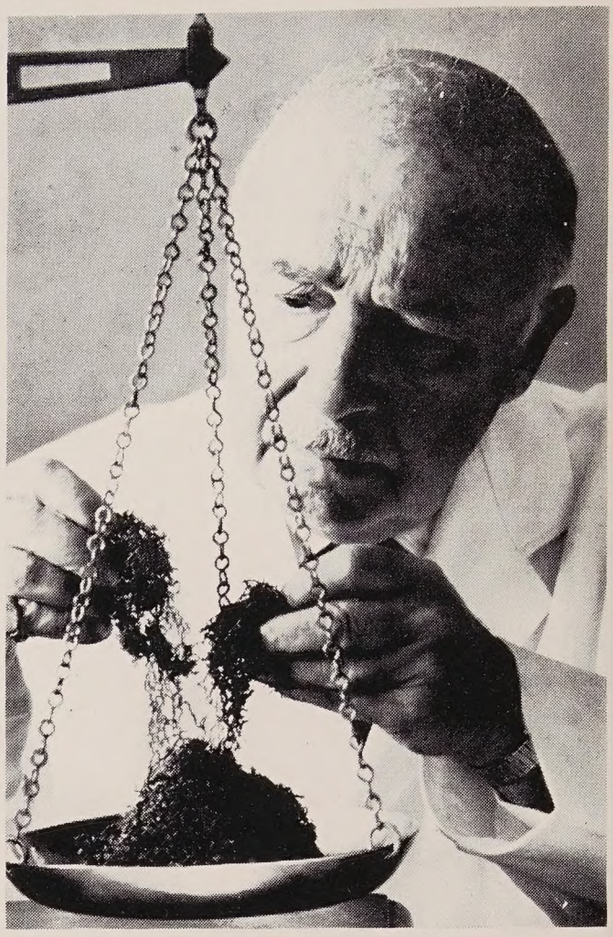

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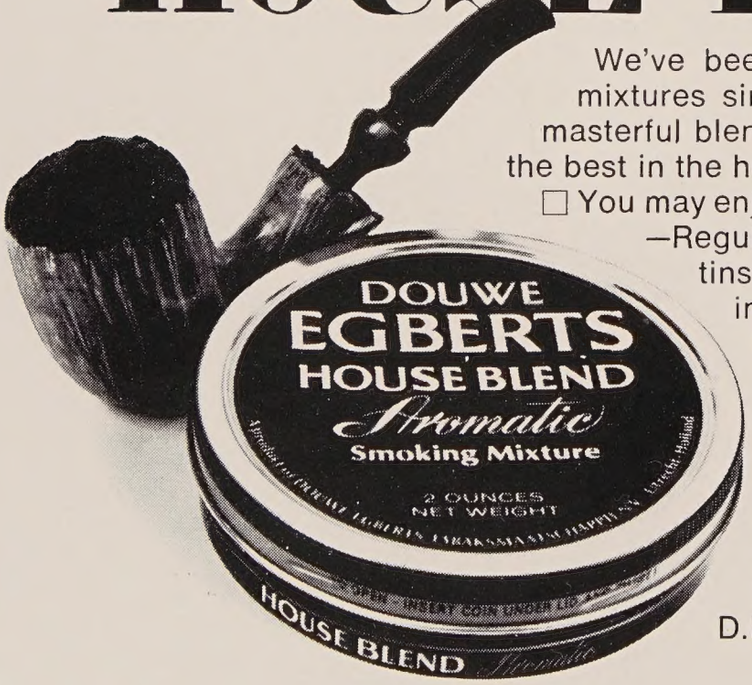

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 91, No. 2 JUNE, 1972 75 CENTS

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Information Booth

The *General* returned to site of Big Shanty, now Kennesaw, Ga., on February 19, 1972, scene of the locomotive chase of 1862. Civil War veteran is waiting for permanent museum home to be built. **(See page 22.)**
Col. James G. Bogle, USA ret., 1749 Dyson Drive, N.E., Atlanta, Ga. 30307

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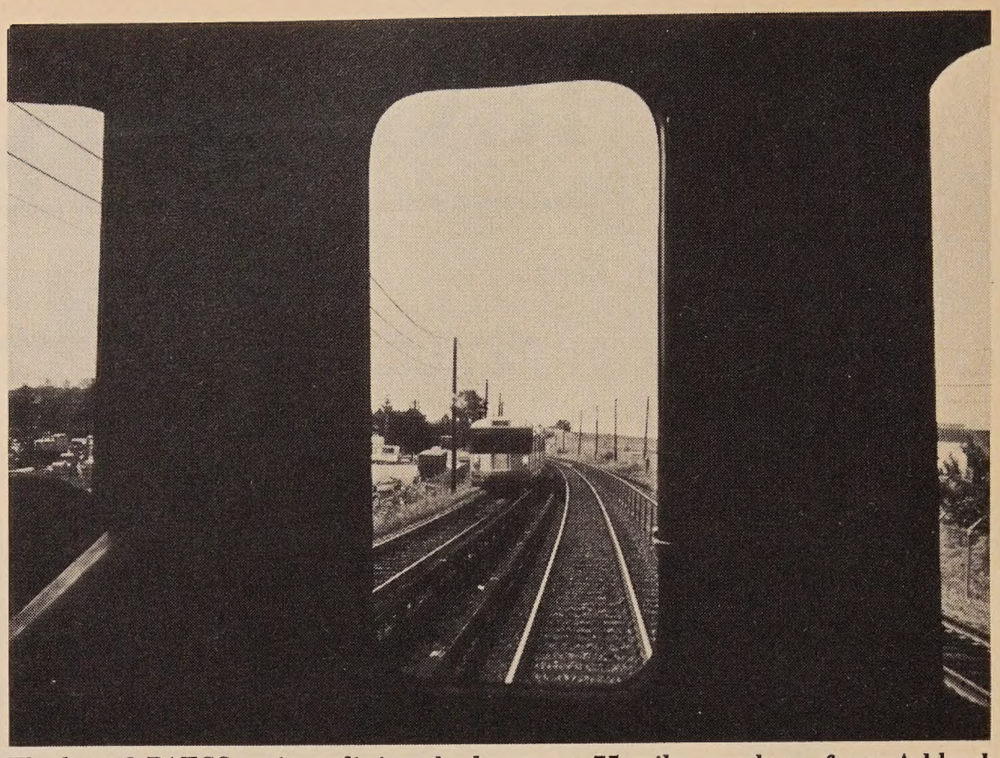
THE MAIL CAR

where editors and readers meet

OUR COVER shows the locomotive *Texas II* and train of the Stone Mountain Railroad, which has carried more than two million paying passengers since it opened in 1962. The train hostess in Civil War period costume is Miss Terry Moore of Stone Mountain, Ga., a sophomore at the University of Georgia. Our Ektacolor photo was made by Col. James G. Bogle, USA retired, 1742 Dyson Drive, N.E., Atlanta, Ga. This is his second *Railroad* cover, the first being in May '70. Besides being one of our *Interesting Railfans* (Jan. '67), Jim participates in the doings of the Stone Mountain Railroad, which operates very near his home. ●



Westbound PATCO train, splitting the breeze at 75 miles per hour from Ashland to Haddonfield, N.J., and approaching an overpass of the New Jersey Turnpike, confronts an eastbound PATCO train, likewise running smoothly at high speed.
Robert J. Hughes, 20 Woodland Park, Rochester, N.Y. 14610

RAILROADERS. Charles Luna, past president of the United Transportation Union with headquarters in Cleveland, says labor's "narrow-minded" approach to change has helped to bring about "the sad state of affairs that exists in railroading today."

Lou Duro is the Long Island Rail Road's manager of broadcast relations, working mostly in the station at Jamaica, N.Y. He has written a new book of love poems entitled *The Sadness of Happy Times* (Duane Publications, $2.95). To those who know Lou surrounded by jangling phones in the early-morning rush hours explaining the LIRR's daily headaches to the news media, plus frequent "live" TV and radio broadcasts, his poignantly down-to-earth verse comes as a surprise. This one, for example:

I want to speak of
love and loneliness
and tell you about
the beach birds
elbowing their way
into the wind.
But words like these
can easily be drowned out
by rock music and
whiskey laughter
and I just can't afford
to waste them.

For rescuing a drunk sprawled across the track at the Illinois Central's 211th Street station in Chicago in the path of a fast Chicago-Memphis piggyback special last November, two IC employees, ticket agent Elizabeth Kilday and conductor Wayne E. Scott, were awarded the IC Medal of Honor.

Two Milwaukee Road men with extra-long service records were "Soda Ash Johnny" Horan, machinist, engineer, general shop foreman, and traveling inspector, with 83 (we repeat, 83) years of active railroading, who died in 1930 at age 100; and Lewis Boyle, telegraph operator and agent, 73 years of service, deceased in 1947 at age 91. Glenn Boggs, Bay City, Mich., sent us this item.

"I tell the humble and the mighty exactly where to get off," a man boasted. A lady said admiringly, "You must be a high government official." The man shook his head. "No, ma'm, a train conductor."

Alfred F. Dent, a Penn Central engineer, was killed in 1969 when a caboose from a train in front of his was backed into and over his engine cab at Hudson, Ohio. Despite the usual efforts of railroad lawyers to blame the dead man, a Federal District Court awarded $281,150 to his widow, who lives in North Ridgeville, Ohio, with three teen-age sons.

"I like *Railroad* so much that I am giving a year's subscription to an old friend, a retired Canadian Pacific engineer. My father fired for CP in early 1900's."—Karl Parmenter, 2261 Pattiglen Ave., La Verne, Calif. 91750. ●

THE FIRST person to pay our new subscription rate—in U.S., $7 a year, $13 for two years—is G. R. Driggers, Box 891, Hamlet, N.C. He supported *Railroad Magazine* by mailing us a $13 check on March 1st, although he could have sent in a two-year renewal for only $11 prior to April 1st. Mr. Driggers writes: "I began buying and reading *Railroad* in the early 1930's and now own a complete file dating back to the first issue, Oct. 1906. *(Ed note:* We doubt if half a dozen such files exist anywhere.) I am proud of it and would hate to close my file permanently. The magazine is fully worth 75 cents as long as steam is well represented."

Another man who showed his loyalty to *Railroad* by renewing at the $13 rate when he didn't have to is Jeff Keenan, chairman of the board, National Railroad Hall of Fame & Museum, Inc., P.O. Box 637, Cottage Grove, Ore. 97424. Jeff corrects an item in our April issue by pointing out that the *Pennsylvania Special* made its first run June 15, 1902—not June 18, 1905, as we stated. (Same issue: picture on page 3 shows a Penn Central class E33, not E44 as the photographer told us.)

Mr. Editor, you want letters kept short. (1) I find the photograph on page 38 of April issue captivating. (2) I will support the price increase. (3) *Railroad's* April cover was horrible. (4) I enjoyed your own article in the March issue of *Trains*.—Paul J. Tempeton, 108 Pt. Pleasant Rd., Rochester, N.Y. 14622.

Thanks for a well-balanced rail magazine—newsy, cheerful, informative,

with plenty of steam and streetcar material as well as pretty girls and enough diesels to satisfy the younger breed.—McKinley Crowley, 734 44th St., N.W., Canton, Ohio 44709.

Sam Kaljian, ticket clerk at Port Washington, N.Y., had a customer who wanted 2 round trip tickets to Charleston, S.C. One was for a corpse. Relatives down there hadn't enough money to come north to view the body, so the customer took it down south and then brought it back north for burial. Sam made the arrangements, Jeff Skinner tells this story in *Long Island Metro Lines* paper.

Railroad's occasional tips on good nutrition prompted me to lend some copies of your magazine to my girl friend, a fourth-year college student of dietetics. She favors your ideas.—Graham Rush, 604 Kenwood Rd., West Vancouver, B.C., Canada. ●

RULE 99 in the standard *Book of Rules* requires the flagman on a train to make these decisions:

1. Under what circumstances may a train be overtaken?
2. What are "proper intervals" to drop fusees?
3. What is "such other action"?
4. What is "full protection"?
5. What is "a sufficient distance to insure full protection"?
6. What "conditions" require displaying lighted fusees?
7. When is it "necessary, in addition," to place two torpedoes?
8. When a flagman is recalled, how does he determine that the "safety of the train will permit" him to return? What conditions require him to leave the lighted fusees and torpedoes?
9. When is it "necessary" to protect the front of the train? ●

BACK from his second trip to South America is Roy Christian, author of the $3.95 book *South American Steam,* 1691 Wilshire Dr., Aptos, Calif. 95003. Roy adds some details to Freeman Hubbard's account of a train ride in Peru from Cuzco to the deserted Incan city of Macchu Pichu in the high Andes (Dec. '71 issue).

"The Alco diesels on that line were bought from Chimbota (Santa Ry.) after the 1970 earthquake had closed the latter," Roy writes. "They replaced some Japanese-built units which had broken down. The only way to get decent steam photos at Cuzco, the ancient Inca capital, is to inquire at the station if the mixed train coming in is *vapur* (steam) or diesel. Even if the mixed train is diesel, the next freight train is sure to be steam. Rent a cab in Cuzco, drive over the summit north of the city, and photograph the mixed train pounding up over the 12,000-foot summit.

"It took me two trips to figure this one, but on the second trip I got action shots of the Henschel-built 2-8-2 working her heart out. The little Baldwin 4-6-0, No. 23, which does the switching at Cuzco, has an odd whistle. Every time the engineer pulls his whistle cord, the locomotive virtually disappears in a cloud of steam." ●

NEWSCAST. A new ICC formula would speed up abandonment of little-used branch lines. When a railroad expects scant opposition to dropping a line, it can use a "short form," a streamlined means of eliminating such branches. If freight volume over a line is less than 34 carloads a year per mile of trackage, that figure could serve as a basis for immediate abandonment.

Norfolk & Western's 1972 income is likely to exceed the 1971 total, predicts President John P. Fishwick; but he sees a dubious future for two subsidiary roads, the Erie Lackawanna and Delaware & Hudson. Says he: "They aren't turning out to be profitable investments. If both go into receivership, we'll just write them off and they'll go through the wringer."

After non-publication for almost two years in an economy move, the *Maine Central Messenger* is back in print as a bi-monthly. *Canadian Railwayman,* published by unions representing rail, airline, and other workers, has gone up to 12 pages. But due to rising mail costs, it now comes out monthly instead of twice monthly.

Bridge engineering officials from many areas have inspected Louisville & Nashville's rare type of bridge near Perdido, Ala., which has Koppers glue-laminated and creosote-treated wood stringers instead of the usual solid-sawn timbers. The new material is used because solid-sawn timbers of ample size are increasingly hard to get.

Speaking of bridges, did you hear what happened to a Penn Central freight train running over B&O tracks at Toledo, Ohio, on February 17th? An overpass was too low. The engineer stopped his train so suddenly that sparks from the grinding brakes set fire to the gasoline tanks on new automobiles that the train carried. Four railroad cars were derailed. Flames totally destroyed 49 new autos, mostly Cadillacs, and damaged many others.

Reading Co. reported to bankruptcy court in Philadelphia, Pa., the loss of $11.5 million from 1971 rail operations.

A new group, The National Railroaders Camping Asso., is made up entirely of rail employes and their families. Contact Jesse D. Brandy, 5231 Falcon Lane, Indianapolis, Ind. 46224.

Train service, with guided tours, has been inaugurated in Shark Valley of Everglades National Park in Florida. Visitors are taken seven miles into the park's interior to a 25-foot-high observation tower from where a panoramic view of the Everglades offers spectacular bird and alligator watching.

Special Car Associates is "a business men's group in Greenwich, Conn., which rents railroad cars daily to transport its members to and from New York City," according to the *Encyclopedia of Associations,* 6th edition, published by Gale Research Co., Detroit, Mich.

Mexico will invest more than $160 million to fill the 200-mile gap in a railroad line to connect Matamoros, on the Gulf of Mexico, with the nation's principal Pacific port, Mazatlan. This will give Northern Mexico its first coast-to-coast rail link.

For the first year since 1963, the Katy's 1971 report to the ICC shows a profit, more than $21,000, from railroad operations.

Utilizing more than 14 miles of welded rail (7 miles of track), Penn Central has completed an $1.8 million renovation of Bayview Yard in Baltimore, Md., enlarging its capacity by 300-plus cars and improving service to 700 customers in the area.

Secretary of Transportation John Volpe says he will oppose any attempt to nationalize U.S. railroads. Except for a high-speed line in Japan, Volpe maintains that no government-owned and run railroad turns a profit.

C&O-B&O have just put into service 75 new Pullman-built cars specially designed to haul tinplate and aluminum to be used in making cans for beverages and food products.

Also on the subject of food: Penn Central has become the first railroad to operate a unit train for the export of soybean meal with the inauguration of service from the Central Soya Co. plant at Decatur, Ind., to tidewater at Baltimore, Md. Each train consists of 100 covered hopper cars. *(Ed. note:* Good for Penn Central! Nutritionists will tell you that soybeans are a perfect food, the only vegetable that contains a complete protein and, if desired, can actually take the place of meat. I buy crisp, tasty, roasted soybeans at a health food store and keep them in my desk drawer to nibble on when I get hungry while working for *Railroad Magazine.*)

According to Walt Thayer, a retired Great Northern gandy dancer, Box 75, Wenatchee, Wash. 98801, old or badly damaged railroad cars are being scrapped daily by the Purdy Co. at Quincy, Wash., which is a good place for collectors of railroadiana to buy items at scrap prices before they are shipped to the smelter with other old metal. ●

SOUTHERN PACIFIC snowshots in our March issue, which evoked many favorable comments, came from the Herbert H. Arey collection and were made long ago by Herb's father, an engineer on the Pacific Railway & Navigation Line in Oregon. The road ran for 91 miles between Hillsboro (29 miles west of Portland) and Tillamook. The SP took control of it June 5, 1909, named it the Tillamook branch, and bought the line outright six years later.

"Herb Arey and I were good friends, writes Guy L. Dunscomb, 1418 Fordham Ave., Modesto, Calif. 95350, "and he generously left me his entire collection of rare old SP negatives, his own as well as his father's. The SP had 84 4-8-0's. After many scrappings and two general renumberings, all 4-8-0's remaining after 1907 were 2900's, numbered 2900-2958, but no 2924. (Ed. asks why?) Forty of the type lasted into the late 1940's and early 1950's. All 84 were built between 1882 and '98. Some were scrapped after only one renumbering, others after four renumberings.

"The first one built was Central Pacific No. 229, constructed at Sacramento in 1882, followed in that year by 23 from Cooke. Schenectady outshopped the rest. A few lasted only 16 years. The Cananea, Yaqui River & Pacifico (later part of SP of Mexico) bought 14 of them between 1904 and 1907. Three went to the Gila Valley, Globe & Northern (now part of Arizona Eastern, merged into SP in 1924).

"The only SP 4-8-0 still extant is No. 2914, donated May 13, 1955, to Kern County Museum in Bakersfield, Calif. While the 4-8-0's could have been found almost anywhere west of El Paso, their main habitat was the Portland Division. For more details see R&LHS *Bulletin 94* and my book, *A Century of Southern Pacific Steam Locomotives*. I have photos of all 2900's except those sold to the CYR&P and GVG&N." ●

PERSONALITIES. "Like other rail photographers," reports Jim Seacrest, P.O. Box 361, North Platte, Neb. 69101, "I get a lot of mail from my published pix. Today I got several requests for prints and a two-page letter asking for Union Pacific info.; but only one person was nice enough to enclose a self-addressed stamped envelope, so that was the only letter I answered. Aside from the time involved, I can't afford to pay for replies out of my own pocket." *(Ed. note:* Jim is right. Plenty of other readers—and editors—feel the same way. But when mail comes from Canada or overseas, no reasonable American would expect to get U.S. stamps.)

Brooks Pepper, whose "Memories of a B&O Dispatching Man" is a regular feature of the *West Virginia Hillbilly* newspaper, has authored a hard-cover book of his experiences which may be had for $6 from Train Page, *Hillbilly*, Richwood, W. Va. 26261.

I enjoy your rail-girl pictures. Will trade Dutch photos of PCC cars, women drivers in Rotterdam, and U.S.-built locos (some steam) in Holland for what-have-you.—A. den Dulk, Wieringsestraat 8, Den Haag, 2014, Holland.

Tony Reznak, Jr., of Wilkes-Barre, Pa., has an enthusiastic interest in the Delaware & Hudson and is eager to help promote its 150th anniversary next April. That is fine. However, he is not officially connected with the railway company nor with its proposed anniversary program. Any solicitation he makes or any item he offers for sale is strictly on his own. G. W. Eastland, the D&H public relations representative, says so.

David Plowden, who made several covers and many black-and-whites for *Railroad Magazine*, has a finely written and well illustrated article on the St. Johnsbury & Lamoille County Railroad in the Spring '72 issue of *Vermont Life* (61 Elm St., Montpelier, Vt.) That 60-page magazine, selling at $1 a copy, is richly enhanced with color and b&w photos and a few drawings. We don't know of a more beautiful magazine anywhere. Seven of Plowden's 26 StJ&LC photos are color.

A Chicago doctor, Bernard Liebovitz, is seeking 250 unhappily married couples to play a game with toy trains as part of a study aimed at resolving personal problems. The game is set up with a husband and wife each operating a train. Its goal: get your train to its terminal before your mate does. By observing how couples compete, family counselors get clues to their marital discord.

Something new has been added to the Canadian Transport Commission. For the first time, one of its 17 members is a woman, Mrs. H. S. M. Carver of Rockcliffe, Ont., an Ottawa suburb.

Readers of this magazine who dis-

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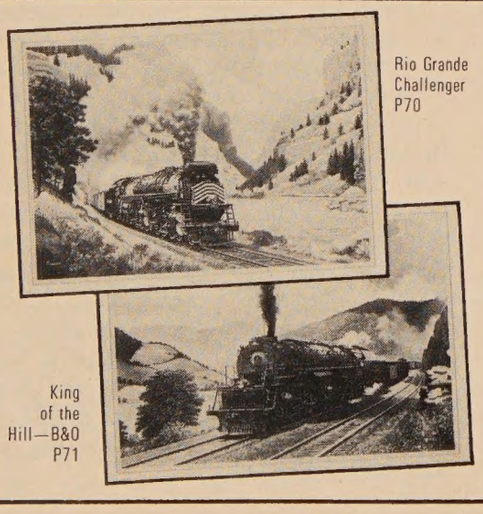

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like rail-girl pix invariably harp on the same string, *Playboy*. Come on, fellows, you can show more originality than that!

Douglas Chase, 25, a long-time train buff, celebrated his farewell to bachelorhood by chartering a high-speed self-propelled rail car to carry his wedding party and 30 guests from a suburb to Philadelphia for a wedding rehearsal dinner.

Wilbur Teeman of Burns, Ore., probably won't sleep in his automobile any more. During a cold wave last winter he was driving home early one morning when his car got stuck on a Union Pacific railroad track, its front end nosing over the rails. Apparently unwilling to walk for help in sub-zero temperature, he wrapped himself in a blanket and fell asleep. While he was snoozing, a freight train hit his car and damaged it badly, but almost miraculously didn't injure anyone.

Add to our list of rail buffs for 50-plus years Marion S. Potter, 154 Clinton Ave., Rochester, N.Y. 14604. Born in 1900, he began riding 0-4-0 saddle-tankers at age 15, and later held various railroad jobs. He began reading our magazine in 1912 and still likes it. Each copy he has finished with is mailed to the library of the State Prison at Lewisburg, Pa. Another long-time railfan is Alexander Hamilton, Kennebunksport, Maine 04046, who has in his possession a letter written to his mother in 1915 by an aunt describing him as a railfan although not actually using that term.

Here is a non-railroad thought for the month: A gossip talks about others; a bore talks about himself; a brilliant conversationalist talks about you. ●

CORRECTING a note in April *Mail Car:* After Bill Knapke's death on Feb. 24, 1969, the old boomer was cremated and his ashes were strewn on the Southern Pacific right-of-way as you stated, but not from an engine cab. Engineer Dick Murdock and I performed that sad duty afoot, scattering his remains in accordance with his will "between the site of the Garnet (Calif.) station building and the west switch." Bill himself picked that spot because of an exciting adventure he'd had there many years before. He was a freight conductor then. Operator Pete Clavio was working his first night trick at Garnet, originally called Palm Springs, in an old boxcar depot. Bill and his crew had a wild ride on runaway cars. They were running against a passenger train coming up a hill from Indio, but stopped in time to avert a disaster and get back on a siding.

Today Whitewater, the next station above Garnet to the west, is listed as Palm Springs. Your magazine carried Bill Knapke's story of the runaway in Nov. 1950 under the title "While the Angel Watched." How about reprinting it?—William B. Jenner, 639 N. 32nd St., Los Angeles, Calif. 90007. ●

BOOKS WANTED. Our January issue carried an appeal from Michael Braswell, co-ordinator of the Inmate Services Department of the Georgia Diagnostic & Classification Center, operated by the State Board of Corrections at Jackson, Ga. 30233. He needed books and periodicals, including new and old copies of *Railroad Magazine,* to help set up a prison library, for which no funds are available. Many of our readers responded. The new library now has over 3,000 books and numerous magazines. Mike Braswell is grateful. "We still have a long way to go," he writes, "but I feel confident we will get there because of people like you." How about it, fellows? Any paperbound or hard-cover books in your house that you don't need any more? Send 'em to Mike at Jackson, Ga., where they'll do a lot of good. ●

BOTH the red and blue cars of the Ringling Bros. and Barnum & Bailey Combined Shows have left my home town. The following Union Pacific chair cars are on sidings here, waiting to be rebuilt into circus cars: 5401, 5402, 5414, 5417, 5425, 5432, 5433, 5444, 5450; also 5451, 5453, 5457-5459, 5465, and 5466. Also UP 85-foot baggage cars 6307, 6313, 6317, 6319, 6322, 6323 6327 and 6329. Other rolling stock owned by the circus is stored in Bradenton, Fla., for eventual rebuilding. Altogether, Ringling-B&B recently bought 30 railroad cars.—Frank Delarm, 359 Glen Oak Rd., Venice, Fla. 33595.

Elsewhere, the former Chesapeake & Ohio car 902, painted silver, blue, and yellow, which whistle-stopped Harry S. Truman across the country in his successful 1948 presidential campaign, sits on a lonely siding near Pittsburgh, Pa., idle but not forgotten. This car and one used by C&O ex-president Roger Toey have been bought by Wildwood Center, Inc., for conversion into a ski lodge in suburban North Hills. ●

OVERSEAS. Locomotives may now be shipped to China from the United States, since President Nixon has lifted the ban on such exports.

British Rail has added four new Motorail services to serve the steadily expanding motor holiday market. Now 27 such routes are available, with space for 120,000 autos and at least 500,000 people. Longer routes also have sleeper service.

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Birthplace of Steam: Three weeks in England, Scotland, Wales and the Isle of Man, through some of the world's finest scenery. Ride a dozen steam trains including lineside pacing by minibus for some of those "Great Little Trains of Wales!" Visit eight tram and rapid transit operations, a handful of castles, ride on some of British Rail's 100 m.p.h. trains and top it all off with 2 free days in swinging London!

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1010 St. Catherine St. West, Montreal, Canada

Indian Railways have begun to electrify over 1,000 miles of track, thus diminishing the use of steam power.

While American railroads continue to abandon many lines, Europeans have made studies for building more than 3,000 miles of new trackage, the International Union of Railways reports. Most of these projects are due for completion by 1985. Meanwhile, Russians are surveying a rail line to shorten the link between Uzbekistan, Turkmenia, and central areas of Russia across the Caspian desert. And "down under," the Western Australian Government is standard-gaging its 250-plus miles of 42-inch-gage railway between Kalgoorlie and Esperance.

Reginald Sedgwick, a demolition contractor, is going on trial for the theft of the British Rail station at Cleckheaton in Yorkshire, including its stone, timber, and metal. He is charged also with swiping 135 yards of track, buffers, and accessories.

A Swiss Government board favors building a 28-mile Gotthard Pass tunnel between Amstag and Giornico as part of a long-term plan to improve track capacity on all Alpine routes.

Italian State Railways are concentrating their research facilities in a new center at Anguillara, 20 miles north of Rome, and have approved a five-year computer program for ticket sales, seat reservations, tariff studies, and a tighter control of freight and passenger cars.

A two-coach electric train achieved a speed of 179 miles an hour on a test run Feb. 24th for a new express line in western Japan. . . . Also in that country, commuters at Fugi-Yoshida boarding the 8:15 a.m. local to Lake Kawaguchi on March 4, 1972, found other passengers holding black-ribboned portraits of 17 persons killed in a train wreck a year ago 62 miles west of Tokyo. The photos were carried in remembrance of the deceased.

The only trackside mail-pouch dispenser left in Britain—unused since Oct. 1, 1971—stands near Penrith, Cumberland. Introduced in that country more than a century ago, this kind of apparatus was installed at 240 widely scattered points; but modern technology has gradually brought about its withdrawal, especially in the past ten years, reports Jack Rowson, 8 Broadpath Rd., Lon Mills, Ont., Canada, who says he has been reading *Railroad Magazine* since about 1930. ●

EUROPEAN railways have managed to preserve a little of their old panache in the face of growing air travel, with great help from Wagon-Lits Company, whose blue and gold sleeping cars still thunder into the night with suggestions of mystery and anachronistic privilege. But this is coming to an end.

The company is selling off its coaches to a new organization established by certain railways. Wagons-Lits staff will continue for the present to run sleeping cars, but eventually the old corporate identity will disappear and, with it, almost the last symbol of the Railway Age.

Wagon-Lits is the last private company to work on the European railways. It was founded 100 years ago in 1872 by a Belgian, M. G. Nagelmackers. He got the idea from the United States, where the first sleeping cars and restaurant cars had just begun to run. From the start, he was interested in enabling rail travelers to eat and sleep in comfort on international journeys.

He set up a network of international trains by the end of the 19th century. His sleepers and diners ran from St. Petersburg (Leningrad) to the French Riviera, from Sicily to Copenhagen. Before World War I the Wagons-Lits Company operated the *Trans-Siberian Express,* Moscow to Vladivostock. ●

DERAILMENT. Many years ago, when the W&W narrow-gage ran between Waynesburg and Washington, Pa., the tracks in Washington were dual-gaged as was common for operation of slim-gage equipment. A turntable was equipped with four rails, the three-foot rails being located between the others. When a slim-gage steam engine rolled onto the table, the latter was simply lined up with the narrow-gage rails on the approach onto the table. At length, a larger table replaced the old one, whereupon part of the approach track required four rails, and a single blade switch diverted the three-rail track to the four-rail approach. All W&W enginemen were ordered to watch out for this new setup. But the old habit had been so deeply ingrained that one hogger forgot to notice the switch lined up. He had driven almost halfway across the turntable before he realized that his engine was on the ties. Luckily, a Pennsy yard goat working nearby soon pulled her off the table and rerailed her.—Lyndon C. Roach, R.D. 4, Box 325, Washington, Pa. 15301. ●

THE PENNSY'S collection of more than 15,000 negatives, previously stored in the old PRR test plant in Altoona, is now in the reference department of the city's new Public Library. I am one of four persons who direct the cataloging and the distribution of prints to the public. This collection includes negatives and original prints of the Johnstown flood, the building of the second Gallitzin tunnel, and the William H. Rau portfolio of 24x30-inch photos taken in 1891-'92. Also, I have an old office file book with signed letters from Isaac Dripps, Mathias Baldwin, early PRR presidents, etc.—James MacDonald Shafer, Box 2008, Altoona, Pa. 16603. ●

DESERT RAILROADING. A reader asked if welded rail was warped by heat or other changes in temperature. As a telegrapher on the Santa Fe, I can tell you what I have learned and observed. The Needles District of our

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Los Angeles Division has a double-tracked mainline running across some of the hottest desert you can find anywhere. Between Barstow and Needles, Calif., the eastbound main runs 165 miles, the westbound 167.6. All is continuous welded rail in quarter-mile lengths, separated by rail joints to absorb some of the expansion and contraction due to severe heat.

This trackage has no open relay stations, no open offices of communication. It is dreary and desolate—only desert sand and bleak, rock-filled mountains. No vegetation to speak of. Between October and December, also between April and June, the temperature varies by as much as 50 degrees from sunrise to noon! Having often been assigned out there, I can testify to the conditions. One day at 8 a.m., just outside my temporary office, the rail joints were so far apart that I put a pack of cigarettes lengthwise in the crevice; but by noon on the same day you couldn't draw a hair through it.

ATSF has problems with kinked rail, especially in summer, and many derailments. Intense heat of the sun varies the gage by as much as 24 inches! I got this startling information from the dispatchers I work with. The Needles District is not CTC but all ABS. Last summer the mercury climbed to 125 and 130 degrees! Even with rail-anchors on each tie, the rails still kink. There is no humidity, but a blast-furnace dry heat.

On a fierce hot day the glittering track looks like wet noodles. Train orders restrict traffic on both tracks to 10 miles per hour because of kinks and blowing sand. Normal speed ranges between the official limit and what the train actually makes. I have ridden over this trackage on the *Fast Mail,* trains 7 and 8 (since discontinued), at speeds exceeding 100 mph. This fast running is possible except during kink weather. Freight trains normally run about 70 mph, passenger, 80.

There are no windbreaks here. Some sandstorms are so thick that an engineer can't see as far ahead as the end of his locomotive. Not long ago, blowing sand derailed a train at Amboy, Calif. While a train is on this stretch the tracks tend to rock up and down. Soon the spikes rise a few inches, giving the rails more play. Then the sand gusts so hard that it collects beneath the tie-plates, rail, and some ties. Once this accumulation tilted the rail enough to ditch a train of about 27 cars. In fact, it happened two or three times to my knowledge.

It has been suggested that we plant fir trees as the Southern Pacific did on its desert trackage near Palm Springs, Indio, Yuma, etc. But with so little moisture in the air it is very difficult to get the trees started. In desert country things don't grow so well. The SP has fir trees on both sides of its tracks for miles in desert areas. They block the sand dunes, which form outside the tree lines, and thus protect the track.

Once I was agent in the (now-closed) ATSF depot at Cadiz, Calif., where the branch line forks off from the main to Parker, Ariz., and to Blythe. It was my first desert job, my baptism of sun and sand. The agent I relieved had previously worked on the Illinois Central in Illinois and he went back there—I can understand why. He said that since I was new to the desert I should watch closely for snakes and scorpions; but I said scornfully, "There ain't no scorpions here."

A week later I changed my mind. While cleaning out an old desk drawer in preparation to close the station, I found what looked like a bright little toy bug. I was about to pick it up but remembered just in time what my predecessor had said; so I merely nudged it with the handle of a train-order hoop. Well, the scorpion—for that's what it was—jumped up and attacked the stick. Quickly closing the drawer, I blocked it shut with a chair wedged against the desk. When the mailman came I told him about it. He said he'd seen many scorpions and been bitten by one, but he wanted this specimen to use as a paperweight. So he took the little devil and sealed it in a glass tube.

I still work for the Santa Fe, but for me railroading doesn't seem like work. It gets into your blood and you love it.—Charles H. Cox, 3435 June St., San Francisco, Calif. 92405. ●

NO LOCOMOTIVE was more feminine than the *Lady Baltimore,* a Baltimore & Ohio passenger-hauler of 1934 vintage. Mooney Warther, a master carver of Dover, Ohio, calls her "the most beautiful steamer that ever went over the surface of the earth." Now 87 years old, Warther has fashioned 83 incredibly detailed works of art from wood and ivory, including replicas of famous American steam engines. All are housed in his museum about 70 miles south of Cleveland. His most recent piece is the sleek *Lady Baltimore,* which he says is his last work—but if you ever visit his museum don't be surprised to find him whittling again.

The *Lady Baltimore* was ladylike not only for her beauty but also because she bore the name of an elegant woman and because for a while she pulled one of the very few female-named trains, the *Ann Rutledge.* The story of young Abe Lincoln's romance with a country girl of that name is a mixture of truth and legend. Some years ago, when your editor was researching in the Library of Congress, he learned that there is no authentic portrait of Miss Rutledge.

Built for the B&O as No. 1, class J-1, the *Lady Baltimore* was designed for lightweight through service between Washington and New York. Transferred later to the then B&O-controlled Alton Railroad, she linked Chicago with St. Louis on the *Ann Rutledge* and the *Abraham Lincoln* in the great days of passenger service. Back on the parent road in 1942 and modernized, she burnished the rails between Cleveland and Wheeling until World War II, and was scrapped in 1949. She was one of the very few 4-4-4's ever built, the B&O's only one.

Just down the street from the Warther museum and workshop is the home of Vic Kuhn, the only survivor of four brothers who drove B&O steam power. One brother, Frank, handled

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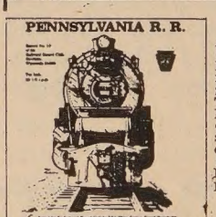

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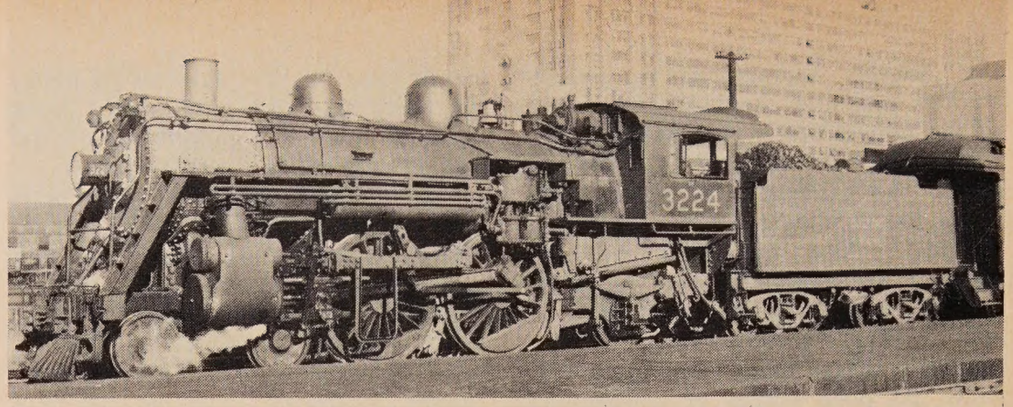
the *Lady Baltimore* in the 1946's. Vic is now 84. Since he began railroading at 17, he and Mooney Warther have been friends.

"Folks visit Mooney's workshop to watch him carve," says Vic. "He used to have a big swing in his yards for the kids. B&O engineers running between Cleveland and Wheeling, passing below his window, would toot their whistles and wave for him to come out."

In 1969, when Warther decided to carve a model of the *Lady Baltimore* his friend and the B&O supplied pictures and blueprints. Vic is still a tall, imposing man. He towers above the bent figure of the master carver; but when they're reminiscing over the steam heritage they share with a passion, they both cast tall, tall shadows. ●



Boston & Maine Atlantic No. 3224 ready to leave North Station, Boston, in 1947.
From collection of Harold K. Vollrath

BOSTON & MAINE, on which I commuted for many years, had steam power which Bert Pennypacker wrote up entertainingly in your magazine last December. Its four oilburning Mallets, 3000-3003, were withdrawn from Hoosac Tunnel service and that line was electrified largely because the acrid combination of oil fumes and smoke made the crews sick, especially when their train had to stop in the tunnel.

Huge cabs in the 4100-series 4-8-2's reminded me of a room in a house. Those locos were brutes. B&M used them on fast freights and sometimes on heavy passenger and express trains also. When motive power was in short supply or engines were needed elsewhere, a convenient way to transfer them was to have one pull only a few coaches to the new location. They and the big Pacifics of the 3710-and-up series, having large drivers, could high-ball a string of varnish real fast. I recall seeing a 4100 with a 2-8-0 helper of the 2700 series storm through Ayer, Mass., at high speed. The 4100 seemed to be shoving the smaller loco along, like a dog nipping at another dog's tail, giving the impression that the 2-8-0's wheels couldn't rotate fast enough.

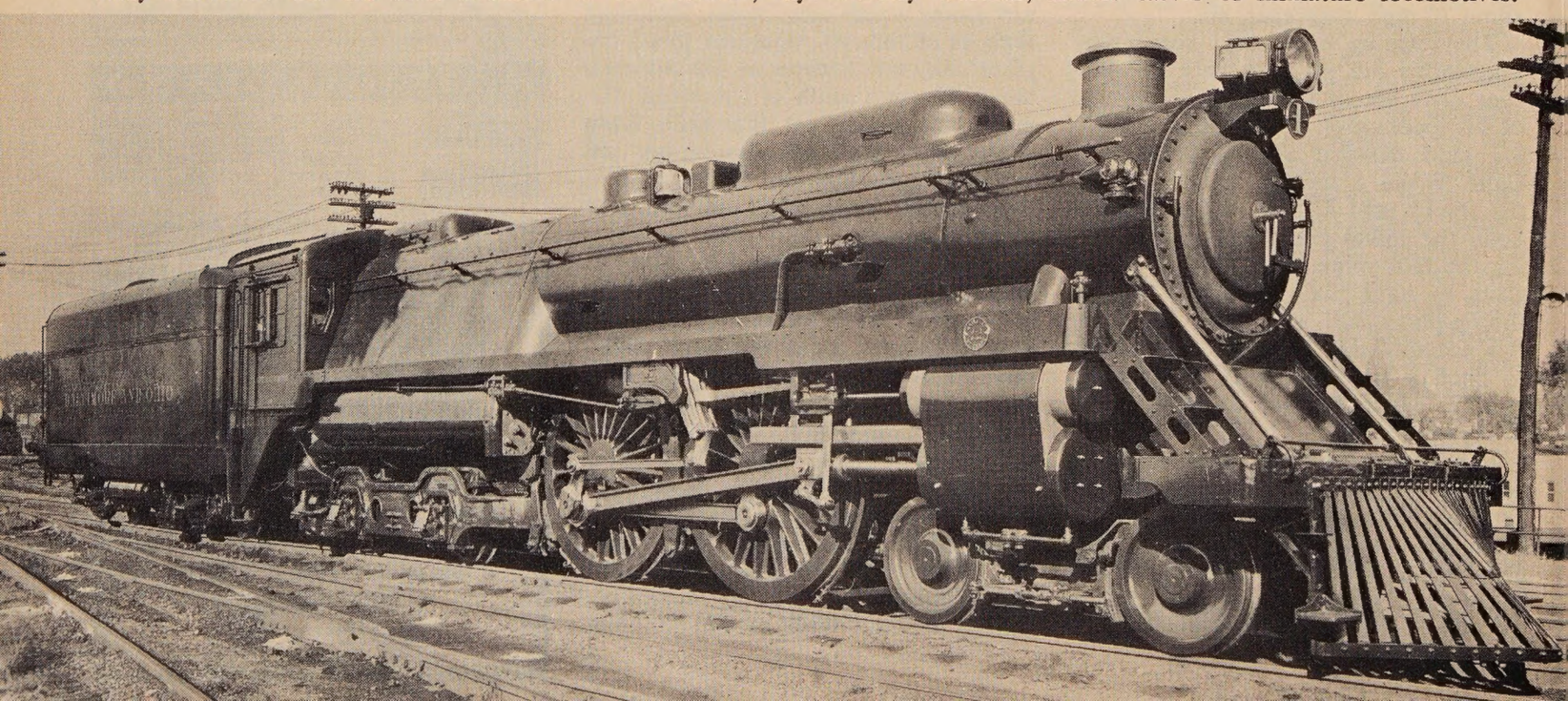
On another occasion, when the so-called *Mount Royal* was making all passenger stops between Fitchburg and Boston, one of its light 3600-series engines had mechanical trouble near Waltham and couldn't proceed. But just behind it a small Mogul was pulling a local passenger train. This Mogul was halted and was coupled onto the stalled consist of loaded passenger, baggage, and express cars and heavy Pullman sleepers and wheeled them, in addition to her own train, into Boston. She did a great job; but her fireman, with aching muscles and stinking sweat, must have had a helluva time keeping up steam!

Gone are the glory days. The only B&M passenger service now is operated under contract with the Massachusetts Bay Transportation Authority.—G. M. Kidder, 486 Grant Rd., Acton, Mass. 07120. *(Ed. note:* Our correspondent is the author of *Railway to the Moon,* an excellent history of Mt. Washington Cog Ry., which has sold nearly 1,000 copies.) ●

BERT PENNYPACKER'S mention of B&M Pacifics reminded me that one of them, No. 3719, was named *Camel's Hump* in 1937 by my son, Charles C. Marsh, then 8 years old, youngest in the group of school children who picked names for those engines. Charles made his choice from Camel's Hump, 4,083 feet high, the second highest peak in Vermont's Green Mountains. To celebrate the naming of locomotives, each of the pupils involved, with a parent and a teacher, was given free transportation to Boston's North Station. After brief ceremonies and picture-taking, the children and guests were given lunch at the hotel in the station. No. 3719 stood outside all day for public inspection. Charles christened her with a bottle of melted snow from Camel's Hump Mountain. Then Engr. Bill Somers gave us a cab ride to the yards.—Mrs. Charlotte C. Marsh, 1220 Shelburne Rd., South Burlington, Vt. 05401.

Illustrations on these two pages from B&O archives

***Lady Baltimore* was the most beautiful of all steamers, says Mooney Warther, master carver of miniature locomotives.**



Lady Baltimore: **painting by O. Kuhler, 625 Camino Rancheros, Santa Fe, N.M.**

All of Boston & Maine's 44-ton GE switchers have been disposed of, except for No. 119, assigned to the Biddeford Yard. No. 110 went to the Claremont & Concord last Sept. 19th to be cannibalized for spare parts. On the same date Striegel, a scrap dealer of Baltimore, Md., bought Nos. 111 and 117. Narragansett Pier Railroad acquired 114 for spare parts and 118 for service.

Also sold to Striegel were four 1600-hp road-switchers, class RS-3, numbered 1505, 1516, 1535, and 1540. Units 1710 and 1735, the GP-9's that were wrecked in Aug. '68 on what was then the New York Central, were hauled dismally to the B&M shops in gondolas. After their usable parts had been removed, the residue was shipped to scrap dealer Precision National.—Elwin K. Heath, Box 15, Barre, Vt. 05651.

BOSTON & MAINE'S rare old ball signals at Waubek, N.H., are back in use, although not properly balanced and must be held in the down position. This I learned from a note in our dispatchers' file, as I am a B&M train dispatcher. I had not heard previously of their being taken out of service. Besides, it seemed peculiar to me that they were not re-installed correctly. Then I discovered the reason: *someone had stolen those balls right off the signals!* Only a railfan of low mentality could have done it. Since you printed a letter of mine telling how to get to that location, I feel partly responsible for the theft. Also, I have received several requests for further info. on such signals. One was written on a Midwestern rail museum letterhead and all but specifically asked me to steal one or both of the signals for their display!

The thief, or thieves, should have known that those bits of vanishing Americana were too large to hide away in a private collection and could never be displayed in a museum, lest they be recognized as stolen property, especially after publication of this letter. Of course, the police were notified. Even so, if anyone will tell me who has them or where they are, I will act as agent for their return, asking no questions. Each ball is generally egg-shaped, about two feet high and 16 inches in maximum diameter, although of equal size at top and bottom, and made of sheet-metal strips. They were, or are, bright red.

Even rail museums are not safe from predators. Almost any reputable fan will take and preserve an artifact which he thinks has been scrapped or is about to be, but to steal one still in service or part of a museum is unforgivable!—Donald S. Robinson, Box 70, Greenfield, Mass. 01301.

I DON'T know about the East Coast, but out here the vandalism is very bad. The common excuse for stealing a railroad item is to "preserve" it. Bah! Today, still-active diesels, even brand-new EMD SD-45's, are being looted of almost anything that can be wrenched off! Before and during the last run of the *California Zephyr* and more recently that of the *San Francisco Chief,* the cars were stripped of every plaque, every builder's plate, and just about all miscellaneous fittings that could be removed! This happened while fans were riding the trains during their last few weeks!—Bob Hogan, 2250 Pelham Pl., Oakland, Calif. 94611.

(*Ed. note:* Lucius Beebe told us that one night when he slept in his private car *Gold Coast* on a Nevada desert siding a peculiar noise awoke him in early morning. Hurrying out to the rear platform, he saw a young man with a screw driver trying to remove his builder's plate! What the outraged Beebe said on that occasion must have been good, for Lucius had a low boiling point and was a master of the English language.)

WALTER PASCHELKE of Eugene, Ore., member of Puget Sound Railway Historical Asso., reports the theft of railroad artifacts: three steam loco whistles with numbers 4010, 7616, and 2148 stamped into their respective tops; two loco builders' plates, Nos. 2854 (SP shops) and 8671 (Lima), and two loco number plates. UP 3968 and NW 2130. If you are offered any of these items for sale or exchange, telephone the Eugene police.

WHY were so many miles of odd-gage trolly-line tracks laid. especially in Pennsylvania? Possibly to match the ruts made by wagon wheels on dirt roads? Of course, there was little reason for streetcar lines everywhere to be compatible with one another or with steam railroads. True, in the Keystone State, the Commonwealth originally owned and operated the Pennsylvania Railroad, which for years successfully lobbied against through-line tickets. Could it be that Pennsy pressure led to the building of bastard-gage trolley lines in order to prevent an alliance between suburban, interurban, and city switching roads on the one hand and competitive steam carriers on the other? Or did the public fear that steam engines would invade their city streets if the local tracks were standard-gaged? There must be an untold story in all this—William C. Kessel, 99 Center St., Hamburg, N.Y. 14075.

Chas. Marsh, age 8, who named this B&M engine *Camel's Hump,* made the above pic of her in Boston in 1937.

Before you see this picture, the French National Railroad will have abandoned its steam operation. Here, a bright sun is burnishing Jean Geffroy's old 2-8-2 tanker, which pants for breath at Pontrieux, Brittany, last stop before Paimpol.
(c) Madeleine de Sinety, 5 Boulevard Edgar Quinet, Paris, 14e, France

THE NINE-MILE Dansville & Mt. Morris, in upstate New York, beginning its second century of operation, looks forward to at least a few more years of profitable operation as a freight-hauler.

It's family-owned, makes a comfortable living for the Frank Hart family of Dansville, and meets a 13-man payroll every week.

The railroad started Dec. 12, 1871, when 400 passengers rode the first train to Mt. Morris from Dansville to be greeted with parades, bands, and a super-celebration. The following day about 1,000 persons from Mt. Morris boarded the train and returned the visit to Dansville, where other festivities were held. From then on the railroad was on its way. It connected with the Erie, the Pennsylvania, and the Delaware, Lackawanna & Western roads.

Until the late 1930's the road operated both freight and passenger service. Its "doodlebug," made from a truck chassis, carried up to 50 persons at a time on the then 16-mile line, pulling a trailer with mail and baggage.

"Toward the end we were carrying a peak of 10 passengers per run," says General Manager Hart. "We stopped passenger service when the doodlebug ran into a farm tractor and was wrecked."

Today, over a shorter route, the railroad uses a pair of diesel engines to haul freight. It no longer owns freight cars. ●

RETIRING after 51 years with the Erie and Erie Lackawanna, finally as a conductor on a fast piggyback run, George Prince of 335 Canisteo St., Hornell, N.Y. 14843, has become an artist, besides writing verse. Here is one of his poems, "Little Red Caboose":

The funeral pyre still smolders
From an era of the past,
There are many heartfelt stories
Of memories that will last.
For folks who lived in old days
When steam was then in use
There is one thing they remember most,
'Twas the little red caboose.

What a thrill to watch it passing
As it seemed to sing a song,
It often looked so cheerful
With the train it moved along.

Canadian Pacific steam loco hauls five-car local train at Lethbridge, Alta.
Canadian Pacific Photograph

You could hear the engines whistle,
For the crossing down below.
The children ran to meet it,
They would wave and see it go.

Years pile up and time runs out,
Along the way it fades and dies.
The red caboose has had its run,
In hearts so fond this memory lies.
The tracks are worn and rusty,
They no longer seem to shine.
Waving hands they come no more,
By the railroads old main line. ●

HAVE you ever seen a tombstone carved with a picture of a locomotive, a train, or a caboose? Five such memorials stand in a Paducah, Ky., cemetery where these Illinois Central men are sleeping out eternity: Elmo A. Gallagher, general boiler foreman; Robert W. Whittaker, master mechanic; and Henry J. Gockel, machinist, all with steam pictures on their granite slabs; and L. H. Stem, chief material inspector, and Ray B. French, general foreman. Information and pix on such subjects may be found in a chapter on "Trackside Graves" in Freeman Hubbard's book, *Railroad Avenue.* ●

BILL HENDERSON (which wasn't his real name) had a reputation for demanding and getting service before he would take a steam engine out on a run. If his cab was dirty or lacked some necessity like a wad of clean waste or a spare can of lubricating oil, the old man would let out a holler that could be heard over a wide area in the yard. His language was lurid and direct. Well, sir, I was a roundhouse wiper in those days on the Canadian Pacific, in the early 1920's, when business was booming and steam power commanded respect; and the hostler would tell me: "Get out there fast, Bert, and see what Bill wants!"

So I did just that. None of us liked to deal with engineer Henderson because of his caustic tongue, but if we didn't there'd be fireworks a-plenty. Each wiper sighed with relief when the old grumbler pulled his engine away from the roundhouse and went clanking down the iron. In due time I was out on the road firing. Although I had the proverbial "strong back and weak mind," I just couldn't keep up steam—until one day a friendly hogger showed me the best way to build a fire. After that I had no trouble, provided we had good clean coal in the tender.

I will always remember the first night I was called to fire a freight run for Henderson. Our 4-8-4 was a notoriously poor steamer, but at least her tender held high-grade coal. Glancing at me without a word, old Bill eased the big 4-8-4 toward the head end of our full-tonnage string of cars. While we waited for orders, I built up the fire. By the time we rolled out onto the main the pops were humming merrily. Bill was a throttle artist. As we thundered through the star-filled night I kept up a full head of steam without too much effort.

After running a couple of hours we pulled into a siding for a meet. As I sat relaxed on the fireman's seat, Bill got down from his own seat, opened the firebox door, and peered at the dancing white-hot flames. Then he looked at me with a smile creasing his weatherbeaten face and said: "That's a nice fire, son. You're doin' fine. Just keep it up!"

Words of praise from such a man brightened the rest of the run and I watched the steam pressure with extra good care. In the months that followed I made several trips with Bill. We got along very well indeed. Despite his gruff exterior, he was one of the CP's best hoggers.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada. ●

C.W. Jernstrom, railway photos, 822 Pelham Dr., Fort Wayne, Ind. 46825

Baltimore & Ohio 4-6-4 No. 2, class V-2, the *Lord Baltimore* (mate to *Lady Baltimore,* see page 10) was built in the road's Mt. Clare Shops in Maryland in 1935, was renumbered 5340 in 1942, and finally reduced to scrap metal seven years later.

PHOTOGRAPHS OF THE MONTH

Even a diesel wants to be cooled off under summery skies. CP Rail FB-12 No. 4469 is hosed down by hostler at St. Luc yard, Montreal, Que., on a day in August, 1971.

Daniel A. Foley, P.O. Box 1101, New Canaan, Conn. 06840

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

Ice-water is very welcome in Florida. Here it is loaded aboard Seaboard Coast Line loco at Mulberry, Fla., Jan. 10, 1972. Each set of diesels, consisting of a U36B, GE "MATE," and a RS-3, will soon be hooking onto their train and moving out.

Quizzical, pert Elena Rojo eyes camera while San Francisco Municipal car No. 1118 rumbles up one of many hills on its way downtown on the Taraval line bound for the East Bay Terminal area. Streetcars have strong support in this city.

Wallace Heaton, 340 Kirk Lane, Media, Pa. 19063

Looks like nobody's here. Reading Railroad Newtown local rounds curve, in a sylvan setting, and approaches George School station three years ago.

Firemen's view of northbound freight overtaken by Penn Central GG1 making 80 mph pulling *Midday Congressional* in southern N.J., June, 1969.
Bill Botkin, 18 Columbia Rd., Convent Sta., N.J. 07961

You couldn't call this the *California Zephyr*, or *Empire Builder*, but being in Nome, Alaska, it could be something like the North Star local. Actually, it's a pupmobile on a biological survey trip for U.S. Interior Department, Aug. 1924.
U.S. Department of Interior

The new Walt Disney World monorail system is one of the most popular features of this huge Florida entertainment complex. Railfan Barbara Pickard concurs while relaxing in sunshine.
William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

Eastbound 4-unit Santa Fe train corkscrews through mountains north of Raton, N.M., on bright October day in 1967.
Elmer Treloar, 101 California, Highland Park, Mich. 48803

Erie Lackawanna MU Hoboken-bound arrives in whirling snow at Convent Station, N.J., on a cold day in February, 1967.
Bill Botkin, 13 Columbia Rd., Convent Station, N.J. 07961

Sheryl Morgan (no relation to photographer) looks into afternoon sun to be sure tracks are clear before crossing. U.S. Steel-Fairfield Works loco 166 has just passed at Wylam, Ala., Oct. 12, 1971.

William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

Loring M. Lawrence, 195 Lancelot Drive, Manchester, N.H. 03104

British Railways (Southern Region) train 16.27, Charing Cross to Dartford, ready to leave Charing Cross station, London, on July 21, 1969. The end compartments in each 4-car set of these trains are reserved for ladies only—a common practice on BR's Southern Region electric stock. Introduced in 1949 as an experiment in increasing passenger capacity, the cars were never duplicated, as longer time was needed at each station. The cars, built in 1949, made final runs on October 1, 1971.

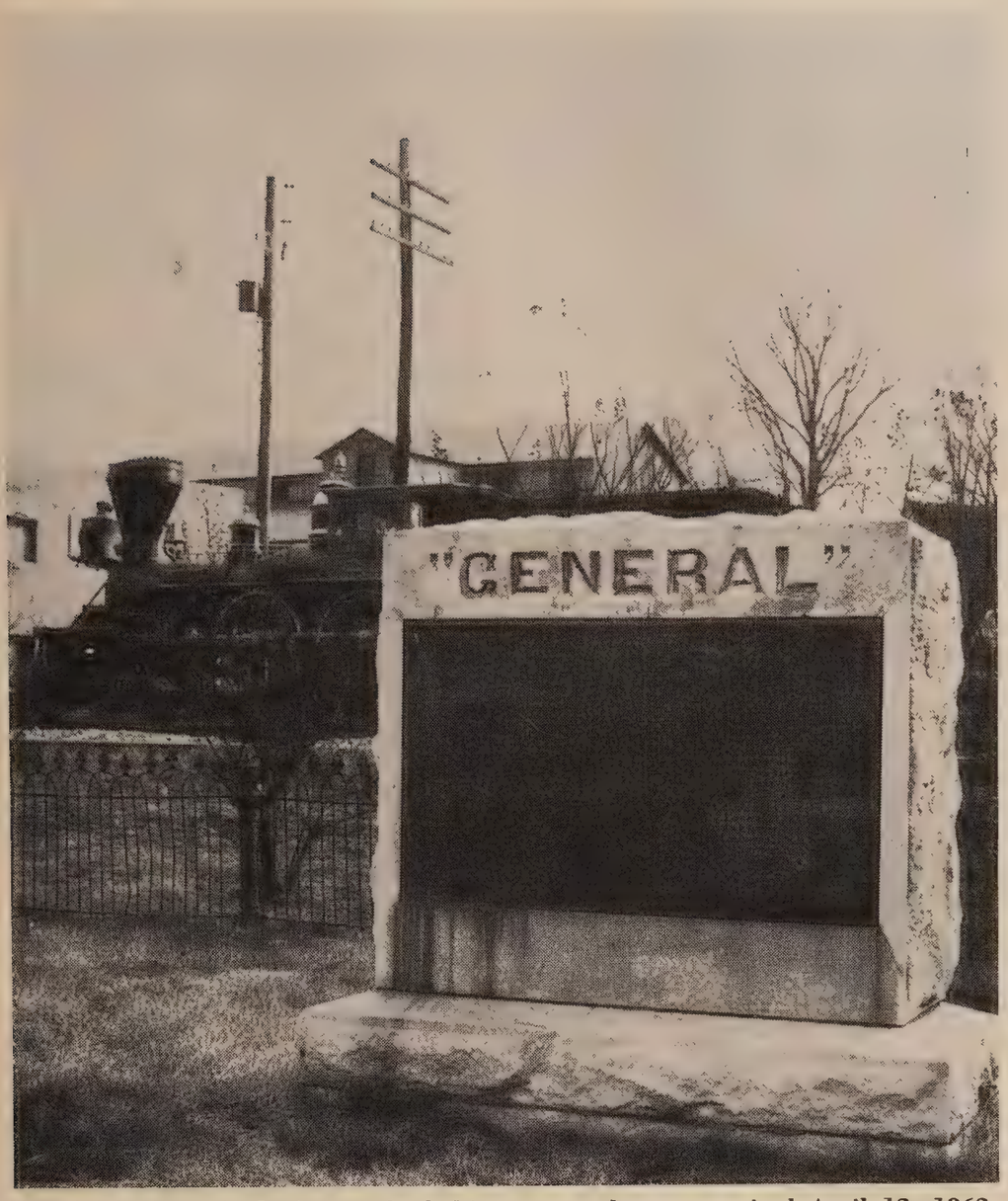
Ed Collins, hogger, gazing down from cab of Shay 1925 on the former Graham County Railroad at Bear Creek Junction, N.C., retired in 1965 after 37 years' service on logging railroads. The other man, looking at his 23-jewel Hamilton, and veteran of over quarter-century as loco engineer with Southern, took pic with timer.
W. Frank Clodfelter, 36 Westchester Dr., Asheville, N.C. 28803

DRGW ski train westbound from Denver at Tunnel 2 heading for Winter Park, Colo., in Feb. '72.
Ray Kenley, 18539 West 60th Ave., Golden, Colo. 80401

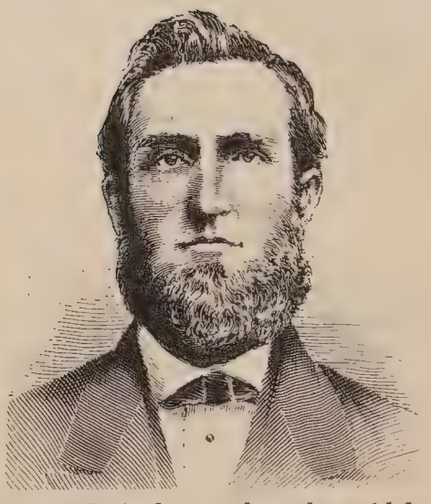
3061
3061

Despite falling rain when the old *General* came back to Georgia, these tots didn't want to miss the fun.

Both photos by A. M. Langley, Jr., Rte. 1, Box 64, North Augusta, S.C.



The 4-4-0 shown in background of this current photo was seized April 12, 1862, in Big Shanty (now Kennesaw), Ga. Granite and bronze marker indicates the spot. If James J. Andrews and his 21 fellow raiders had succeeded in their bold venture, the Confederacy would have been cut in half and the Civil War would probably have been shortened by two years, saving many thousands of lives. Andrews and seven of his men were hanged. They met death gallantly. Shortly before the Union leader went to the scaffold in Atlanta on June 7, 1862, they sang hymns, including *On Jordan's Stormy Banks I Stand*; and Andrews said to his comrades:



James J. Andrews when the raid began was dressed like a gentleman in high silk hat, long frock coat, and boots hidden by gray-striped trousers. Age 33. He was executed five days prior to the date set for his wedding to Miss Elizabeth Layton.

"BOYS, I HAVE OFTEN THOUGHT I WOULD LIKE TO SEE WHAT LIES ON THE OTHER SIDE OF THE RIVER JORDAN"

The *General II* with train at Walk-up station on Stone Mountain Scenic Railroad. Passenger equipment came from C&NW and the caboose from L&N.

SHE'LL BE COMIN' ROUND THE MOUNTAIN

The story behind our front cover

Text and photographs by James G. Bogle

BY RIDING a steam train in Georgia last August 12th, Barney V. Kilgore, a 12-year-old lad from Robertsdale, Ala., became the two millionth passenger of the Stone Mountain Scenic Railroad—a pretty good record for only about nine years of operation!

Incorporated in Georgia on July 16, 1960, the railroad was built around the foot of picturesque Stone Mountain, with its great and impressive Confederate Memorial in a 3,000-acre state park dominated by the mountain itself. On one side of this mountain is the sculptured group of huge, white, granite portraits of Southern heroes which Gutzon Borglum began in 1915 and Walter Hancock completed in 1971.

The tourist railroad authorized by the Stone Mountain Memorial Association is required to operate not less than two 4-4-0's that look reasonably like the Civil War engines *General* and *Texas*. Both originals figured conspicuously in the Andrews railroad raid of 1862. The old *General* is being enshrined at Kennesaw, Ga., while the old *Texas*, which pursued her in the exciting chase of more than a century ago, has long been quietly on display in the basement of the Cyclorama in Atlanta, Ga.

Technical and historical adviser for the new little railroad was Wilbur G. Kurtz, historian and artist of Atlanta, since deceased. He designed the two old-style depots it now uses, besides advising on the remodeling of the engines which became the *General II* and the *Texas II*, as well as the first six coaches that the road acquired.

Grading and tracklaying began on a mild September day in 1961, while red and gold maple leaves were fluttering down. The railroad builders utilized two miles of old roadbed abandoned by a quarry line. The following spring, when rail operation was started, the track had not been completed around the mountain. One section needed a considerable fill; so the simulated-ancient trains ran only back and forth that first summer. Even so, the new railroad had a good season. Eventually the trackwork was finished and on June 5, 1963, with much jubilation, trains began circling the mountain.

The motive power problem was solved by the late Paulsen Spence, who owned the Louisiana & Eastern Railroad and much oldtime equipment. The first locomotive he supplied to the new railroad was the *General II*, in October, 1961. Baldwin had built her in 1919 for the Red River & Gulf Railroad in Louisiana. Her construction number was 52207; her road numbers consecutively RR&G 104, Comite Southern No. 1 (Mr. Spence's road name prior to Louisiana & Eastern), and L&E No. 1. Cylinders measure 15x24 inches, her drivers 60 inches in diameter, boiler diameter 48 inches, steam working pressure 180 pounds, and heating surface 698 square feet. Weight of engine and tender, 168,000 pounds. Originally built to burn soft coal, she was remodeled and reconditioned for the Stone Mountain Scenic and converted to the use of diesel No. 2 fuel.

The *General II* was stripped, re-

One side, old buddy. The *Texas II* highballing along, with Confederate and Old Glory flags flying, passes dead ex-Illinois Central No. 3525.

flued, and rebuilt at the Georgia Railroad shops in Atlanta prior to going into Stone Mountain service. Her stack and pilot were, of course, rebuilt along the lines of those used on the Western & Atlantic long, long ago. Soon after the service opened, Mr. Paulsen supplied the road with another engine that is now the *Texas II*. Baldwin had built this one in 1922 (construction No. 55390) for the San Antonio & Aransas Pass. Originally No. 60, she became Texas & New Orleans No. 260, then CS No. 2, and briefly L&E No. 2 before going to the Stone Mountain Scenic.

Specifications: cylinders 18x24 inches, drivers 62 inches, boiler diameter also 62 inches, steam working pressure 180 pounds, and total heating surface, including superheater, 1472 square feet. Weight of engine and tender loaded is 224,300 pounds. Originally built to burn bunker C fuel oil, she was converted to burn diesel No. 2 oil. The *Texas II* is larger than the other engine, and her greater tractive effort enables her to pull heavier loads around the mountain. Arriving in Atlanta on May 3, 1962, she was given running repairs before going to work.

Doubleheader with *Texas II* and the *General II* on the Stone Mountain Scenic R.R.

With each passing year, the number of Stone Mountain Scenic passengers has climbed steadily. In 1967, the management acquired a third engine, a rather large 0-8-0 switcher (Baldwin, 1923; construction No. 55646), built for the Illinois Central, later sold to a coke company before finding her way to the Stone Mountain. Her number has always been 3525. This engine is kept in running order but, due to her heavy weight and rigid wheelbase, is seldom used on the SMS's 65-pound rails. She has recently been offered for sale.

In December 1969 the mountain line acquired its fourth operating steamer, *Yonah II* (named for an engine that helped to chase the *General* in 1862). A Prairie type built in 1927 by Vulcan Iron Works at Wilkes-Barre, Pa., she worked for various industrial roads, retaining Cliffside Railroad's number, 110, and went into Stone Mountain service in the spring of 1970.

SMS does not connect with any other railroad. The nearest railhead is that of the Georgia Railroad at Stone Mountain, Ga., from which it is separated by about a quarter-mile. A local house-mover hauls all major rail equipment from the Georgia road to the SMS.

For passenger service, the short line uses six commuter-type coaches acquired from the Chicago & North Western in 1961. One is a "combo" seating 60 passengers. The other five were remodeled to give a capacity of 92 passengers per car. Each car has broad open ends and roller-bearing trucks. Last January the SMS acquired two more coaches, from the Graham County Railroad in North Carolina. Now being remodeled at the SMS shops, they will go in service this summer.

The company has paid all of its debts, has more than a million dollars in assets, and pays dividends to its stockholders. Its future seems well assured. All passengers who have reached the age of 80 can ride the steam trains free. It is indeed a memorable occasion to watch and listen as one of the two chugging, puffing eight-wheelers or the 2-6-2 buckle down for the 3.8 percent grade en route to Walk-Up station on the west end of historic Stone Mountain. ●

The *Yonah II* (ex-Cliffside R.R. No. 110) steams lazily at station waiting for passengers to ride line on June 6, 1971.

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

CP RAIL has leased twenty C&O/B&O F units as of 2/10/72, according to Bruce Chapman of Ottawa, Canada. Included are B&O F-7A's and B's, ex-C&O F-7's, and two ex-C&O FP-7's, Nos. 8009 and 8111. As of Feb. 14th, CP Rail had 100 foreign units on lease, with Bangor & Aroostook GP-9 No. 69 returned to BAR. Maintenance points are Alyth, Winnipeg, and St. Luc.

SOUTHERN PACIFIC should have received its first SD45-T2 as you read this; Nos. 9170 and 9171 left La Grange, Illinois, in February. The first unit, No. 9157, was in Pine Bluff, Ark. The SD45-T2 is a new EMD model. It looks quite different from the original SD-45 and other EMD hoods. Its radiator is on top of the hood at the rear, with countersunk cooling fans. Air intakes are mounted low, just above the running boards. Dick Sievers of Glendale, Calif., who sent me this info., also reports that SD-45X's Nos. 4201-4203, currently on Burlington Northern, were slated to go to the Santa Fe in March and eventually return to SP, to get numbers 9503-9505.

A CONFUSING situation exists regarding the Western Maryland FA-2's. As reported here previously, all four (301-304) were to be moved to General Electric at North Bergen, N.J., for conversion to power cars. Basis of this report was two long-distance calls from New Jersey fans who had visited Hagerstown, Md., in early January and given this information. But a note from Harold Buckley, Jr. of Silver Spring, Md., confirms that 301 and 302 were used Feb. 5th to help the Steam Tours Special. However, 303 and 304 are said to be in North Bergen at the GE plant. Did Western Md. hold the engines for the benefit of Steam Tours? Were plans changed? Time will tell. Other attractions at Hagerstown on Feb. 5th were Delaware & Hudson PA-1's numbered 16 and 18 on display. But a Reading 4-8-4 steamer, No. 2102, was the star.

I LEARN from a Santa Fe engineman, Tom Campbell, P.O. Box 1293, Crestline, Calif., that several 3100-class GP-20's are being used in the area of San Bernardino in yard and local service. GP-20's were rarely seen on the West End until this year. Repainting of Santa Fe F-7's continues; rednoses 335L, 336A, and 327L now are blue. FP-45 5947 is getting a freight scheme. Tom expected all FP-45's to be repainted by Easter.

There's life yet in ATSF Alco switchers: Several S-2's and S-4's are being given complete paint schemes at Los Angeles, and a special type of low-smoke diesel fuel is burned in ATSF Alcos these days in deference to their smoky ways.

Tom made his seniority date on an Alco S-4, No. 1510, on the 320 job out of Eighth Street in Los Angeles. "I marked up for 11 p.m.," he recalls, "and soon the hogger came in, showing obvious dislike at getting another green fireboy. Then we walked out to the engine, S-4 No. 1510, all grimy and in need of paint. It dawned on me that I was expected to relay the signals without a hitch. Soon I found out that practically all the work was on the fireman's side. Well, I almost turned in my switch key then, I was so afraid of goofing up. We tied into a 40-car cut, and while we were drifting down the lead, the Alco treated me to a good gassing, just for a starter.

"Each time the engineer wound her up for a kick, every door and shutter inside and out rattled violently. Every time the automatic air was set, the No. 6 brake-valve let go with a deafening roar. As a result, I have hated this type of brake equipment ever since. Furthermore, if the throttle was shut off too fast, a crack of high-voltage electricity threw fire out around the edge of the relay cabinet door. The heater directed no heat to the fireman's side.

"As I got experience and was running these little goats often, my respect for them grew. I found them to be fine engines for yard work if kept under, say, 45 miles per hour. The only thing wrong with an Alco was the damned No. 6 brake valve."

Tom also tells of his first trip on the S-2's older brother, an HH-1000. The regular engineer had neglected to point out the electric air compressor, so Tom figured that the locomotive's sluggishness was due to cold friction bearings. Came a stop signal—no brakes! The air had never been up enough to release the brakes completely, and they'd just burned down. After coasting to a stop and getting cussed by the switchman, Tom was shown how to activate the air compressor, after which all went well.

UNION PACIFIC'S huge Alco C-855's Nos. 60, 60B, and 61 are being cut up in Houston, Texas, at an armature repair facility. Usable electrical gear will be rebuilt and put in stock for sale to railroads needing Alco

Collection of H. L. Buckley

Hm, so that's what makes the smoke! Baltimore & Ohio 1000-hp No. 9369 sitting in Dayton, Ohio, yards on a day in 1960.

parts. Three units were built, all for UP, a three-unit A-B-A set. The 60-B is a C-855B, a cabless booster. The big 5500-hp brutes rode on four AAR-type B 4-wheel road trucks, thereby a B-B-B-B arrangement. They were built in 1964.

This report comes from R. D. Christal, 8162 Santa Clara Dr., Dallas, Texas, who asks why they enjoyed such a short life. I don't know why they failed, but strikes against them include immense size, experimental model, low flexibility, and the exit of Alco Products from the field, thus producing a limited parts supply. Also, there is a feeling that the UP's day of the giant units is past, with the Motive Power Department leaning to more conventional models.

INFORMATION on enginemen's pay scales is wanted by John O'Donnell, 1630-A S. Fremont St., Oceanside, Calif. He asks: "Are enginemen paid according to the number of diesel units they handle?" Who will tell him?

STOCKTON TERMINAL & EASTERN has for sale a very rare old GE Off-Center Cab switcher, No. 11. Originally built for the United Sates Army, it served at Savannah (Ga.) Ordnance Depot as No. 05. Built 10/41 as GE 13162, it is one of the smallest Off-Center Cabs produced, weighing only 45 tons. Of the 41 built, only the Army's nine were 45-tonners. Stockton Terminal's No. 11 is rated at 300 hp. and carries a Cooper-Bessemer EN6 prime mover.

According to Lynn C. Powell, 9701 N. 99 Highway, Stockton, Calif., who sent me this news, No. 11 has a broken crankshaft; and while the unit was stored outside, vandals got the windows and some gages in the cab. They also damaged N. 22, a GE 80-tonner (Center Cab) which is still in service. Lynn wonders if anyone can save No. 11 from scrap—certainly a worthwhile effort! ST&E has an ex-Santa Fe GE 44-ton unit, No. 12, and two ex-Union Pacific EMD NW-2's, Nos. 1000 and 1001. Also, (Mike Eagelson, please note) Baldwin 2-6-2 No. 3, ex-Modesto & Empire Traction.

SOUTHERN has repainted at least three E-8A's (2926, 2927, and 2928) to the old green, white and gold original scheme for use on the *Southern Crescent.* It's a great idea! Mark J. Shields, 218F Craig St., Toccoa, Ga. 30577, tries to see this train each day. He says some E-8's also have been used on the *Piedmont,* the Washington-Atlanta train which carries much piggyback in addition to passengers.

Likewise on the subject of color, Peter I. Roehm, Straitsmouth Way, Rockport, Mass. 01966, says the Boston & Maine is gradually repainting all power in blue, but there are still examples of the gold and red as well as the original black and red still in operation. B&M will scrap all Alcos as they come up for major shopping, and is starting on a program to upgrade and rebuild the EMD fleet.

AMTRAK on the B&O is trying out the United Aircraft *Turbotrain* on the schedule of the *West Virginian* between Washington, D.C., and Parkersburg, W. Va. A six-month trial started in February. There have been problems, such as the day the *Turbo* ran out of fuel in the middle of the mountains and while being towed in was derailed, presumably due to faulty coupling. (*Turbo* has special couplers, used when coupled to conventional equipment.) But when the unfamiliar equipment gains acceptance, *Turbo* should be fine in the mountains. Those domes, especially.

REGARDING "one-builder" rosters, I have received many good replies. James Muller, RD 1, Greene, N.Y. 13778, reminds me that the New York, Ontario & Western wasn't all EMD at the outset but had five GE-44-tonners, their first diesel power. Here's a rundown and what dispositions I could find: NYO&W 101-105, GE, Burlington Northern's 15028-15032, built 12/41-8/42. No. 101 went to Salt Lake, Garfield & Western, DS-2. No. 102 became Mississippi Export No. 47, then Ft. Dodge, Des Moines & Southern 502, now gone. No. 103 was sold to Fernwood, Columbia & Gulf, D-5; then FTD, DM&S 503, now gone. No. 104 went to Great Northern Paper, Greenville Jct., Maine, as their No. 5; and No. 105 went to Salt Lake, Garfield & Western, DS-1.

H. L. Nichols, transportation supervisor of the Green Bay & Western, says his road is now and always has been 100 percent Alco. The combined rosters of GB&W and KGB&W are a true Alco catalog, starting in 1938 with an HH-660 and running through S-series switchers, RS's, FA's, a DL-701, three DL-640's, and finally Century 424's and a big C-430.

The Green Bay & Western bought two of the DL-640's (RS-27's) that the Chicago & North Western had returned to Alco as unsatisfactory, and at present operate them as 316 and 317. Mr. Nichols says these and the DL-640 that GB&W bought new (No. 310) are giving fine service every day.

The Long Island Rail Road, except for two GE 25-ton shop switchers at Jamaica, N.Y., is now all-Alco. But here are a few LIRR diesel surprises from the past: The first 100-ton 600-hp switcher was built by the Alco-GE-IR consortium, No. 401 of 1925. First No. 402 was a 60-ton gas-electric boxcab from Brill in 1926 (which was returned quickly, re-engined, and resold as Grand Trunk Western 73). The first Westinghouse diesel, No. 403A and B, twin boxcabs with Baldwin bodies (1927), were the only CPA20-5 2000-hp units built by FM. The LIRR, with 30, now claims the largest fleet of originally-owned C-420's. The Louisville & Nashville has 36, but not all were originally L&N engines.

According to J. P. Krzenski, 144 Hawthorne Ave., East Islip, N.Y. 11795, in all this time the LIRR has never had a single EMD model, which is very unusual. I learn from Chas. Mizell, Jr., 6623 Santa Fe Ave., Dallas, Texas, that the Texas & Pacific was all EMD except for Alco RS-2 No. 1100, built in 1949 and sent to the TP-MP Terminal Railroad of New Orleans a year later. However, new parent Missouri Pacific has recently "assigned" a batch of MP U-30-C's to T&P ownership, although these locos rarely get on T&P rails, being used on unit coal trains in Missouri and Arkansas.

The Detroit, Toledo & Ironton, a road which Henry Ford operated for 9 years and sold, is 100 percent EMD. DT&I bought two SW-1's in 1941, and are now up to GP-40's. The DT&I now controls the Ann Arbor, which except for a 1941 Whitcomb 44-tonner (No. 1), stayed all-Alco until 1964, when the AA bought ten GP-35's, placing them on Alco trucks removed from traded-in FA's. The DT&I now uses all ten AA GP-35's on its lines, Alco trucks and all. Our thanks to Gary G. Dorsch, 26873 James St., Flat Rock, Mich., for this info.

The Denver & Rio Grande Western, with the departure of the last Alco RS-3's, is now all-EMD. The Florida East Coast has always been all-EMD. The Bangor & Aroostook is all-EMD now, but had some ex-New Haven GE Off-Center Cab model Y's.

EMD brought out its new "Dash-2" line last January. The emphasis is on in its already successful high-horsepower units. Models affected are GP/SD-38, GP/SD-40, and SD-45. The SD-45T2's for Southern Pacific are a special modification, the "T" meaning "tunnel service." An in-depth study of the new units, with photos and external features, appears in the latest issue of *X2200-South.* Roads with "Dash-2"

Cincinnati Union Term. 750-hp No. 20.

B&O 1200-hp 9384 idling on Front Street, Cincinnati, 1960.

B&O 1200-hp 9376 switching Storrs Yard, Cincinnati, in '60.

Photographs above and on page 28 by Jim Edmonston

units at this date (Feb. 27th) include KCS, MP, UP, and SP.

BACK in 1947, Lima Locomotive Works in Ohio still firmly believed that high-horsepower, modern steam locos were competitive with diesels in road service. Ads in trade magazines showed Nickel Plate 2-8-4's or Chesapeake & Ohio Alleghenies speeding along the rails, making money. It had been a bad year for steam, though. In an effort to hedge on disaster, Lima reluctantly merged with Hamilton Engine Co. of Hamilton, Ohio.

In 1949, Lima-Hamilton brought out its first diesel, a switcher. These switchers, offered in 750, 800, 1000, and 1200 hp models, are this month's locomotive feature. Lima switchers look like a flatfaced, lengthened Alco S-4. The long, low hood, high rear cab, radiator shutters, and side doors remind you of Alco. But the face is flat, with rounded edges, the single rectangular stack is set far forward, and the cab windows are rounded, except on demonstrator 1000, the first unit. AAR Type-A switcher trucks are used. The 750-hp model is externally the same as the 1000- and 1200-hp units, but it is powered by a six-cylinder engine rather than an eight.

Cincinnati Union Terminal Co. was the only buyer of the 750-hp model, possibly because the extra space allowed for a larger air compressor, needed for switching passenger equipment. These were CUT Nos. 20-25. The 800-hp model was sold to the Rock Island (800-801) and the Chicago River & Indiana (NYC), their 9800-9820. This model used two slightly different carbodies. It was shorter, otherwise similar, to the other models.

Rock Island's two units were the only Limas to use a body with the battery box set behind the cab, EMD style. Grand Rapids & Indiana units carried the batteries in front of the cab, as did all other models. The 800-hp models carried six-cylinder engines, which accounts for the short body. The 1000-hp model, with an eight-cylinder engine, was sold to Armco Steel (708 and 709) and to B&O (9366-9375, old Nos. 330-339), Erie 650-659 (now EL), NKP 305-308, NYC 8400-8405, and Toledo, Peoria & Western 301.

There were five 1000-hp demonstrators, 1000-1004. Disposition of demos: No. 1000 sold to TP&W, No. 300, which sold it to Lipsett Steel in 1958, which in turn sold it to Nicholson Terminal & Dock Co., No. 16. No. 1001 was sold to Armco Steel, No. 707. No. 1002 went to Wabash, No. 400; then was re-engined with an Alco V-16 244 from an FA-1, rerated to 1200 hp. No. 1003 and was sold to Wabash as No. 407 and received same treatment. No. 1004 went to TP&W, No. 302; then was sold to H. Bairstow Co., was lettered "Indian Hill & Iron Range," No. 302; and was scrapped in 1967.

The 1200-hp model proved to be the biggest seller. Horsepower was increased from 1000 merely by changing fuel-rack settings, so the locomotive was virtually the same as the 1000-hp model. 1200's were sold to Armco Steel, No. 10, E-109, E-110, Baltimore & Ohio 9376-9399 (old 320-329, 340-353), Erie 660-665, New Haven 630-639, Nickel Plate 309-312, Grand Rapids & Indiana (NYC) 8406-8411, Terminal Railroad Asso. 1200-1205, and Wabash 401-406 and 408-411.

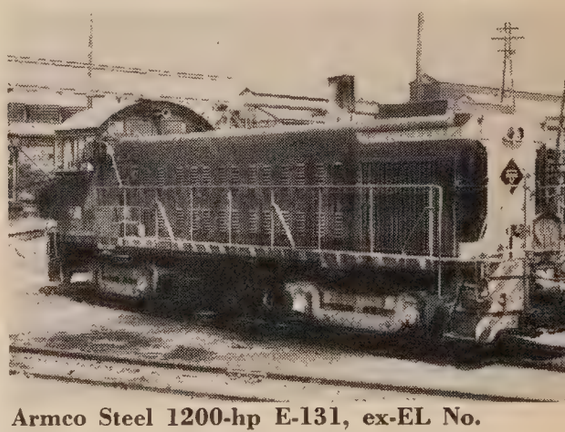
Lima switchers were primarily Midwestern locos. The New Haven was the only Eastern road to buy them, and probably the farthest west a Lima went was North Kansas City on the Wabash. Today, the world's largest Lima concentration is at Armco Steel Plant in Middletown, Ohio. Armco uses 26 locos in either yard service at the plant or on a road haul to Hamilton, Ohio, carrying molten iron.

Armco's fleet is made up of its own original engines (708-710-E-109,E-110) and those subsequently acquired from Lima (707) and from B&O and EL (711-712, E-117-E-135). Many B&O and EL engines in all stages of cannibalization lie near the enginehouse at Middletown. These are both 1000- and 1200-hp models. Four of the GR&I 1200-hp units went to Copperweld Steel of Youngstown, Ohio: 1, 2, 8, and 9. Three are operating. No. 2 is stored and cannibalized. Another GR&I 1200-hp unit, No. 8407, belongs to Columbia Iron & Metal of Cleveland and has been sitting dead near the N&SS shops in Cleveland for years.

The Nicholson Terminal & Dock Co. of Ecorse, Mich. (Detroit) still operates No. 16, ex-demo 1000, and No. 22, ex-CUT 22, one of the 750-hp models. Of the other five CUT 750-hp engines, two went to U.S. Pipe & Foundry of Birmingham, Ala., their 40 and 41. The latter was damaged by fire and scrapped. No. 40 was moved to the USP&F plant in Burlington, N.J., where it is stored today. Nos. 23 and 24 were sold to Peabody Coal Co. and operate on their mining lines near Booneville, Indiana. CUT 25 was sold to Michigan's Cadillac & Lake Cities RR., where it is today. The 800-hp models are extinct. No other Lima switcher models are extant.

Lima switchers were tough and powerful but hard to maintain. Their heavy Westinghouse traction motors were more than a match for the Hamilton engine, their weak point. Their trademark was thick black smoke, and in this department they rivalled any Lima steam engine. But after only two short years, following the 1950 merger with Baldwin, the Lima line was discarded in favor of the established Baldwins.

Send diesel info. to me at 792 Farnham Court, Cincinnati, Ohio 45240. ●



Armco Steel 1200-hp E-131, ex-EL No. 661, ex-Erie No. 661, shown switching at Middletown, Ohio, July, 1971.

Photograph by Joe Brockmeyer

WHAT IS A GOOD-LOOKING STEAM LOCOMOTIVE?

by David P. Morgan

In happier days, Union Pacific used these 800-class 4-8-4's in high-speed freight and passenger service.

We reprint this feature from our March '48 issue to arouse nostalgic memories. Which is *your* favorite steam engine, and why? We would like to print many brief comments on the topic from readers, but none should be more than 75 words.

THREE railroad enthusiasts were standing on the end of one of Denver Union Station's long platforms in the late afternoon, watching a huge Union Pacific 4-8-4 thread the maze of yard switches, as she backed in to pick up a heavy train for the north.

As the giant passenger hauler eased to a stop near this group, two fans expressed keen admiration of the locomotive standing before them. They exclaimed at the size of her boiler, the dimensions of the massive 4-10-0 tender, and the general impression of brute strength and high-speed capacity.

Much to their surprise, the third onlooker cast a critical eye at the polished flanks of the 800 series, and muttered: "Do you like that thing? I think those UP 4-8-4s are about the ugliest engines that come into Denver."

A friendly but heated debate ensued over the merits of the big girl, long after she had departed with her train.

The esthetic qualities of the reciprocating steam locomotive have long promoted wide discussion in these points of motive power design. From

St. Louis-San Francisco Railway had some classy-looking power in its steam era.

the first there has often been a great deal of difference between an efficient locomotive and an attractive engine.

One school of thought claims that efficiency and neat appearance cannot be merged into a single locomotive plan, especially in this age of superpower. On this assumption, many a railroad has ordered motive power that embodied few rules of clean external design. This trend became all the more apparent in recent years with the introduction of such supplementary equipment as feedwater heaters, cross-compound airpumps, boosters and other aids to better operation.

Often the clean, simplified lines that had distinguished locomotives of an earlier age disappeared with the introduction of giant tonnage-movers. But this basis of designing has been confounded again and again especially in the last decade, with the locomotives embodying a beautiful, symmetric design yet capable of top performance.

As an example of these two lines of argument, expressed in the roster of a single road, compare the Boston & Maine's outstandingly beautiful 4100 series of 4-8-2s—thirteen of which were recently sold to the B&O—with that same line's earlier 2-8-4 creations. Both classes represent heavy horsepower producers, and both may be taken as comparatively modern designs. Yet note the wide gulf between them in truly beautiful lines.

The husky Berkshire was cursed by the application of a cumbersome Coffin feedwater heater, a huge ungainly dome sprawled across her back, and a four-wheel trailer truck of rather awkward design. This is not to say that she is not an impressive locomotive. Every 2-8-4 is inherently a terrific piece of motive power. But the B&M model is far from beautiful.

ON THE OTHER hand, the handsome 4100 was exquisitely engineered throughout, from her neat cast steel pilot to her well-balanced cab. The sand dome was rounded off, and placed well forward to balance the general boiler outline, with all pipes concealed. Her smoke deflectors, an extremely difficult matter to handle well, were placed in a small inconspicuous position that apparently served the purposes of the B&M quite as well as the "elephant ears" of neighboring Canadian models.

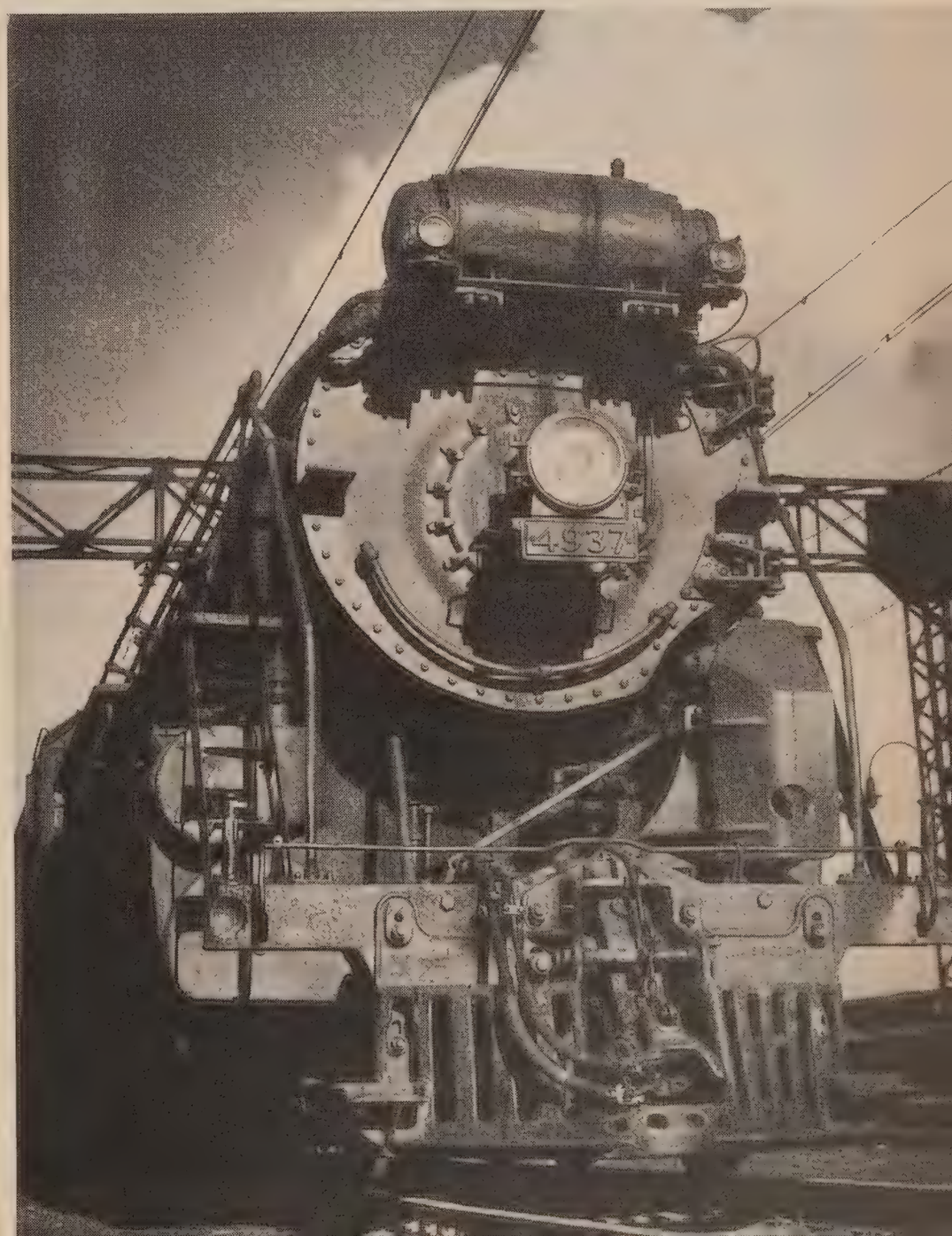
The smoke box front was made attractive by the standard location of a centered headlight, pumps on the pilot behind neat shields, and the bell hung ahead of the stack. It is difficult to conceive of more handsome motive power. The comparison is not entirely fair, it may be added, as the B&M 2-8-4 was built in an era when the super-power giant was fresh off the drawing boards, and first models of production more or less followed the patterns of the first ungainly Lima A-1. Yet many of her faults of unsymmetrical design have been carried into the latest power built.

Since the turn of the century, reciprocating steam locomotive history can be roughly divided into five periods. They are: Early 20th Century, Drag Era, U.S.R.A., Superpower Age, and Streamlined Superpower. By this system of classification, we can chart the course of the steam engine in appearance for the past 47 years.

In the early part of this century, American builders produced some of our finest examples of trim steam

Photograph by Richard J. Cook

New York Central K-5b (4-6-2) highballing a Big Four train out of Cincinnati.



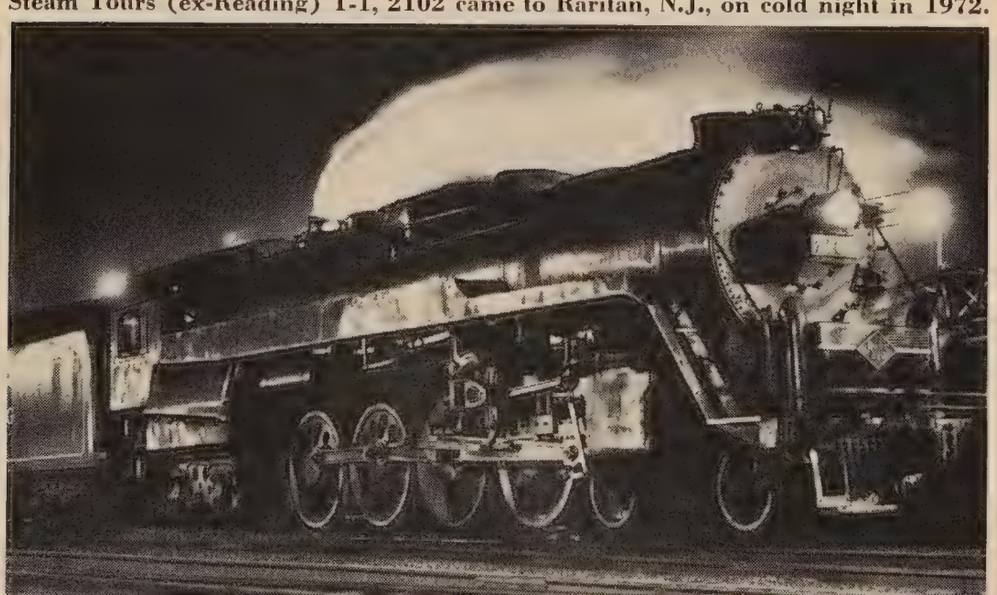
Canadian Pacific No. 5915, a mighty Selkirk, doubleheads The Dominion westbound for Revelstoke, B.C., in late 1940's.
Bordertown Publishing, 3491 West 37th Ave., Vancouver 13, B.C. Canada

power. Devices such as the booster, feedwater heater, front-end throttle and complex valve gears were either unknown or still in the experimental stage, and the usual construction followed simple, clean-limbed lines.

Fortunately for the student of the locomotive, quite a number of engines of this period remain in operation today. Mopac maintains an extensive fleet of graceful, light Ten-wheelers in deepest Texas, and down on the Georgia Southern & Florida (SR) they still fire up a beautiful 4-6-0 for the second section of the *Royal Palm* upon occasion. C&NW employs a few Atlantics, with classic lineage throughout.

Our second division of history embraces that period fabled as the Drag Era. As far as the freight locomotives went, graceful lines were discarded with the advent of big-boilered, low drivered 2-8-2s, Santa Fe types, Mallets and Decapods. A terrific tractive effort was the designer's compelling motto. Extreme examples of this taste included the Virginian's multi-drivered Triplex and the 2-10-2s of the NYO&W. But despite the lack of neatness in their freight-hauling sisters, passenger power achieved a high standard of perfection in appearance. One has only to recall Alco's remarkable 50000 Pacific to confirm this observation. Or consider the fleet-footed 4-6-2s of the New York Central & Hudson River that raced east and west with the fabulous *20th Century Limited* of the roaring twenties.

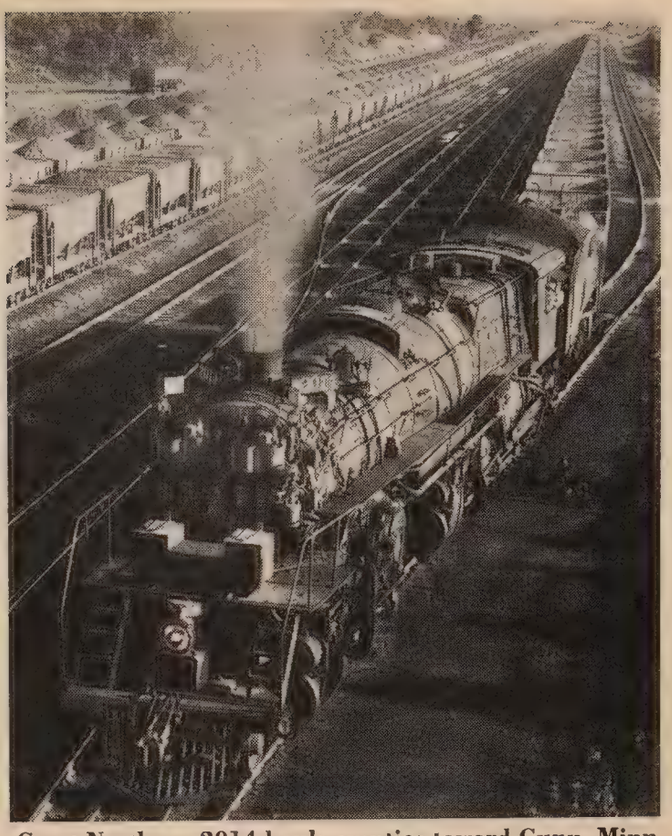
John Taibi, 1465 Manatuck Blvd., Bay Shore, N.Y. 11706
Steam Tours (ex-Reading) T-1, 2102 came to Raritan, N.J., on cold night in 1972.



OUR next period falls roughly in the center of this Drag Era. Yet it produced a set of outstandingly symmetrical and efficient locomotives. I refer to standardized plans prepared for the United States Railroad Administration, in which most of the then-popular wheel arrangements were incorporated into light and heavy sizes.

From the time the first such engine rolled out of the builders with a large "U.S." across her tender, a lively discussion has ensued about the merits of these designs. Much has been said and written, for and against, on the subject, but the widespread effect of the U.S.R.A. cannot be denied. Fortunately,

This trim Wabash 4-6-4 type No. 700 was made over from a 2-8-2.



Great Northern 2014 hauls empties toward Gunn, Minn.
Photograph by Mike Runey

it was an altogether healthy reaction as far as well-balanced designing went.

For the first time, on a mass scale, the U.S.R.A. types combined the high tractive effort of the Drag Era with some degree of symmetrical beauty. Many roads in the South and Southwest centralized their future construction about the theme introduced by these Government prime movers. Motive power, with principal specifications based upon U.S.R.A. standards, was being built right up to 1930, and beyond.

Often the original blueprints were improved upon in the efficiency and beauty of external treatment. Consider the Frisco's fleet of 1500 series 4-8-2s, for instance. Here is the classic example of the basic U.S.R.A. pattern, complemented by the addition of a Delta trailer truck and a graceful twelve-wheel tender. Since the construction of the 1500s, Frisco has produced some excellent Mountains in its own Spring-

Elmer Treloar, 101 California, Highland Park, Mich. 48803

Pere Marquette Berkshire No. 1209 ready to highball a long freight out of the Detroit yards in April 1948.

Southern Railway No. 1905, (Richmond, 1906) in yards at Macon, Ga., July, 1960.
Harold K. Vollrath, 8938 Maple Dr., Shawnee-Mission, Kan. 66207

field shops from the remains of outdated 2-10-2's, to say nothing of the superb Baldwin-built 4-8-4's. But for excellence the 1500 series has never been surpassed. They rate a high place in anyone's album of good-looking locomotives.

Another effective argument for the worth of the Government locomotives can be found in the various classes operated by the Southern Railway, and the several operating companies that road controls. Special reference is made to the pleasing appearance of the mighty Pacifics, nearly all of the many 4-8-2's, the heavy Mikes, and 2-10-2's. One of the most interesting classes of SR Ps-4 power is that set operated by the CNO&TP ("Rathole Division") with their bundle-type feedwater heaters and lofty smoke-deflecting apparatus. The latter equipment gives this class quite an exhilarated look, especially when one is seen racing over Burnside with a long train swinging along behind her green and gold flanks.

The next stage of development is well termed the Superpower Age, after the slogan Lima used to publicize their record-breaking A-1 design. This was an era with a new comprehension of the design and application of George Stephenson's steam engine. Horsepower at high speed was the watchword as driver size increased with boiler pressure.

After an extended hibernation following the abolition of the 4-4-0, the dual-service idea was again hailed with favor. And through these eventful years, when the 2-10-4 and high-speed articulated were taking to the rails of North America, some of our finest engine contours appeared in company with most of our ugliest. It took a skillful motive power department to incorporate all of the new steaming aids into a handsome engine, but proof that such a task was possible came from Alco in the form of the New York Central's mighty Hudson. The Central, long-famed for symmetrical, clean designs, showed that with careful designing such equipment as feedwater heaters, double pumps, and boosters could actually enhance the beauty of a locomotive.

While the 4-6-4 was making a name for itself in the passenger field, the versatile Mohawk was confirming the same principle in high-speed freight operation. Ironically enough, the 2800 and 2900 series of Mohawks on this system displayed a greater degree of handsome planning than did the more modern 3100 series.

An interesting aspect of all these periods may be found in the M-1 Class 2-8-4 of the Louisville & Nashville. In this single Berkshire type may be found the influence of U.S.R.A., coupled with the basic theme of a superpower engine. While she could not be termed a beautiful engine, the L&N 2-8-4 is a clean-limbed piece of motive power with her concealed piping, long tender, and well balanced arrangement of leading, driving, and trailing wheels.

WITH the swift flight of the Burlington *Zephyr* from coast to coast, the final era to date was introduced, as the reciprocating steam locomotive was sheathed in a streamlined cowl to combat the wide acclaim of the diesel-electric.

While it is true that the result was usually disgusting to the lover of the locomotive beautiful, this period nevertheless produced some highly creditable designs. Among them were the superb Norfolk & Western J class 4-8-4's, built from the ground up at N&W's Roanoke Shops, to N&W plans.

Oddly enough, this classic 600-series giant does not show up well in a builder's photograph. The 600 must be seen to be fully appreciated as a notable example of the builder's art. I saw my first "J" engine one evening in Bluefield, West Virginia, when No. 601 was running west with the sleepers of the crack *Pocahontas*. She was easily the most impressive single locomotive I have ever laid eyes on—a queen in two ways.

First, her design is visually pleasing, with its exciting combination of a torpedo nose, handsome boiler and cab outline complete with a gracefully planned tender of high capacity. The color scheme of black, relieved by a single Tuscan red stripe, is in keeping with N&W passenger equipment and reflective of good taste in decorative treatment. Secondly, the 600's are beautifully engineered throughout—the precision of N&W workmanship is displayed in the neat finish of her polished jacket, the gleaming lengths of her massive main rods and the practical arrangement of the cab details.

Often streamlining had a disastrous effect upon an otherwise fairly handsome engine. The Pennsy's original 3768 K-4, Union Pacific's rebuilt Pacifics and 4-8-2's, and Burlington's Hudsons were all examples of steam power rebuilt into modern designs which bore few attractive lines—even from an air resistance viewpoint.

On the whole, *semi-steamlining* has produced a far better effect than *complete steamlining*. For a concrete example, consider the Nashville, Chattanooga & St. Louis. This road took veteran Pacific 536 and overhauled it for *Dixie Flagler* service to Florida in 1940. As rebuilt, No. 536 was an all-time example of how not to streamline a conventional engine. Perhaps the job was done in haste; possibly NC&StL had nobody with the right experience to do the job in the correct manner.

As proof of it, consider the same road's fleet of modern dual service 4-8-4's built by Alco. These Dixie engines are an excellent example of a truly trim, simplified design. The nose is of the torpedo variety, the boiler is smooth and free from piping, and the general balance is in keeping with the relatively small size of this splendidly performing 4-8-4. Placed side by side, the Dixie type and Pacific 536 are good object lessons in the right and wrong way to design streamlining.

In any critical study of present-day steam motive power, one should bear in mind the weighty problems of the designing engineer. His paramount thought in the creation of a new horsepower-producer must needs be one of efficiency. Often, all hope of a handsome result has been sacrificed by the time such mechanical requirements have been solved.

Fundamentals like wheel arrangements, size of boilers, and form of ten-

ders are matters over which the drafting engineer has little control. They are dictated in advance by the conditions which the contemplated locomotive will meet in her daily operation. But careful attention to the following principles, with reference to details, will improve an engine's appearance tremendously. These rules have been drawn from a score of highly handsome designs. Here they are:

Location of sand dome well forward, and immediately behind the stack, with all sand pipes concealed beneath the boiler jacket; location of a centered headlight, except in some articulated power; bell hung ahead of stack in the majority of cases; a cab that will serve to balance the rest of the general design; correct balance of the wheel arrangement if possible; and the thoughtful location of such equipment as air pumps, feedwater heaters, automatic train control apparatus, and other devices that play a role in the external treatment of the locomotive.

The above-mentioned principles must be elastic, of course. Consider the smokebox front, which plays such an important part in the distinguished engine. The writer personally prefers the standard "U.S.R.A." front-end, with its bell ahead of the stack, centered headlight, and well-proportioned inner door. But an excellent exception to this practice is the New York Central's 4-6-4. In this design the bell is located behind the stack, of course, but the Hudson remains a terrific instance of superb grace and character.

FEW roads, if any, boast a roster with 100 percent application of these rules of good design. But one of the runners up is certainly the Florida East Coast. FEC's present stud of steampower includes 4-8-2's in three general classes, one series of medium weight Mikes, two Pacifics, a fleet of husky 0-8-0's and one neat 0-6-0. All give the impression of nicely balanced, well constructed units.

One of the Flagler System's sweetest designs is the 400 series of 4-8-2's. The central theme of this class bears a marked similarity to the standard light U.S.R.A. 4-8-2, although the 73-inch drivers are higher, of course. Other features include the Worthington feedwater system on the left side, Delta trailer truck, and a graceful 12-wheel tank. The same simplified lines found in this class are characteristic of other FEC classes, too. Even when the historian delves into past annals of this road, he will find few skeletons in the Flagler motive-power closet.

Many lines have individual classes of equal distinction. For their wheel arrangements, the following locomotives, selected at random, set high-water marks in point of superb lineage: RF&P 571-580 series 2-8-4, by Lima; B&M 4100-4112 series 4-8-2, by Baldwin; Western Pacific 251-260 series 2-8-8-2, by Baldwin; TP&W Number 80 4-8-4, by American; and the B&O 7600 series 2-8-8-4 by Baldwin.

This brief study does not presume that a handsome locomotive is the only one worthy of recognition in the annals of contemporary steam-power design and application. Ironically enough, it would be a poor age, indeed, if all of our steam power was of classic scope.

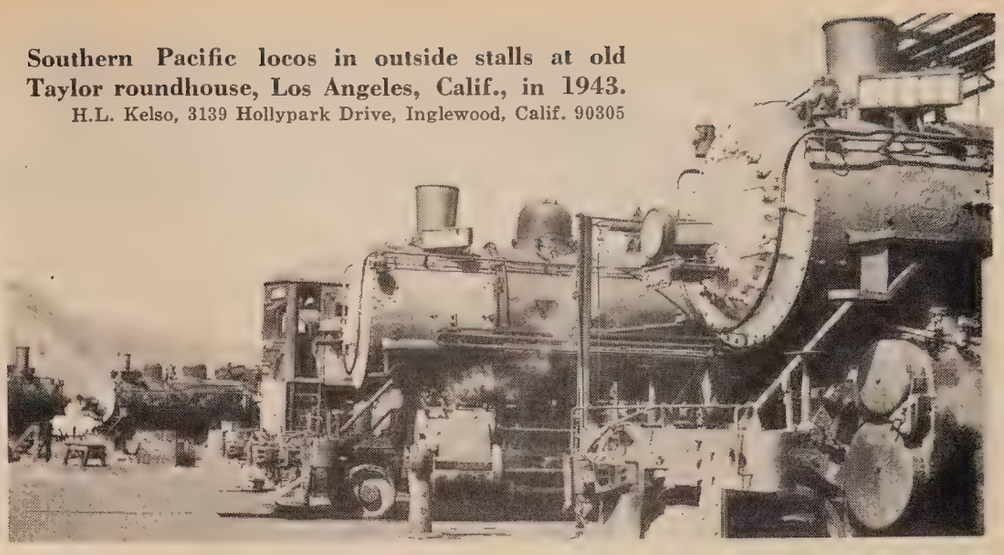
For instance, there are those who bitterly assail the Pennsy version of the hard hitting C&O 2-10-4. Yet, is there a more majestic locomotive than this awesome looking Class J-1 Texas type? In typical super-power fashion, she has an enormous super-dome, a long tender that hardly complements the rest of the engine, and a cab that makes one feel that it was a bit of the streamlined era that lost its way in the Pennsy's drafting rooms.

But stand with me in the cold-wind-swept Jeffersonville yards of the PRR, across the Ohio River from Louisville, and watch one of these mighty haulers as she gets a mile of coal into motion. In the awful, ear-splitting roar of her exhaust, one quickly overlooks her failings in point of good design, and is overwhelmed by her impressive bulk —every inch a fighting monster of steam and steel. From a cold, practical viewpoint, this Pennsy J-1 is a culmination of ugly, brute design, but the emotions and blood are warmed by her passing.

With steam putting up what is now a losing battle against the diesel invader, future designs appear to be following two routes symbolic in recent Pennsylvania creations. The T-1 4-4-4-4 is a super-streamlined monarch of post-war stature, while the Q-2 class 4-4-6-4 continues the solid, massive appearance of the 2-10-4 acquisitions.

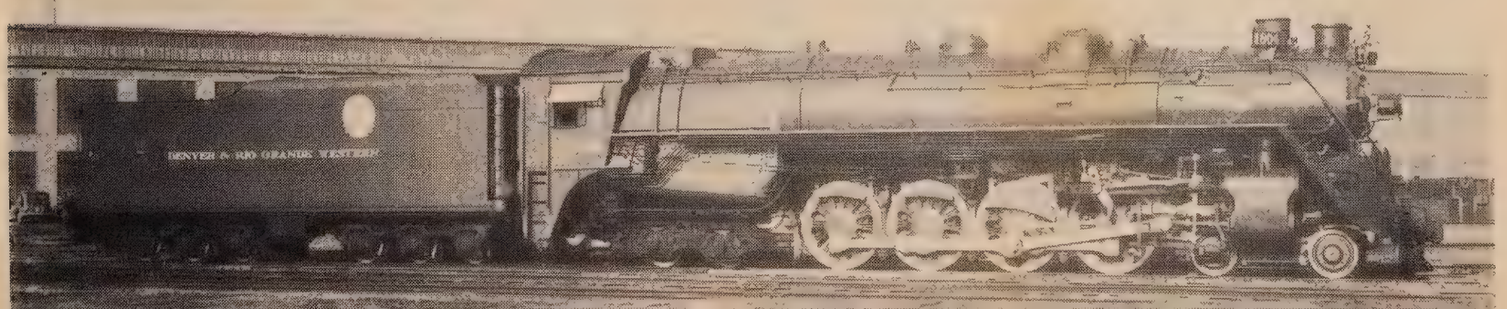
Combine these two lines of design into a single, dual-service unit and a huge Northern type is likely to result—something like the Central's amazing 6000 series 4-8-4, which still has the motive power enthusiasts up in the air trying to figure out its highly unusual smokebox arrangement.

Southern Pacific locos in outside stalls at old Taylor roundhouse, Los Angeles, Calif., in 1943.
H.L. Kelso, 3139 Hollypark Drive, Inglewood, Calif. 90305



Negative in collection of Don Wood, 3 Ned Dr., Matawan, N.J. 07747

D&RGW 4-8-4 No. 1804 at Eddystone, Pa., just before trip west and daily challenge hauling heavy trains over Rockies.



INTERESTING RAILFANS No. 114

JACK MONTERREY HOLST

by FREEMAN HUBBARD

JUST to show you what kind of guy Jack Holst is: The Pacific Northwest Chapter of National Railway Historical Society was running a fantrip through the great woods in Oregon with a chartered SP&S lounge-sleeper coupled behind an Oregon Trunk mixed train. A freight derailment just ahead delayed them at a place called Gateway. The dispatcher in Portland wanted to send a bus to rescue the stranded railfans.

Loftily, Jack told him: "We never travel any way except by rail. We'd rather wait until the line is reopened."

And wait they did—for 12 long, hot, weary hours! But Jack would not give in. His reply had the same kind of defiance that the commander of Napoleon's Old Guard at Waterloo flung to his enemies: "The Guard dies; it never surrenders!"

Jack spent a happy boyhood in and around Bend, a town supported by two logging companies, Brooks-Scanlon, Inc., and Shevlin-Hixon. Many a time he watched excitedly from his kitchen window as their Baldwin-built Mikes, trailing great clouds of smoke, wheeled the trains loaded with ponderosa pine past his home. Each weekday morning as soon as the Brooks-Scanlon consist rumbled out of sight he would leave for school. One day a light helper engine backing into a log truck derailed her own tender and killed a brakeman. Our hero went there with a camera to get the first railroad picture he remembers ever having taken.

Jack wasn't born at Bend but at Dallas, Oregon, on May 13, 1934, exactly one year after the Oregon Electric dropped its passenger service. Two other memorable events that occurred on May 13th were the arrival in America of the pioneer engine *Stourbridge Lion*, built in England for the Delaware & Hudson, in 1829, and the inauguration of a great Baltimore & Ohio train, the *Capitol Limited*, in 1913.

Like most of us, the kid went in for tinplate railroading at a very early age. "I first met Jack when we were in the eighth grade," recalls his pal Jerry Lamper, now living in San Jose, California, "and witnessed his construction of a large Lionel and American Flyer layout in O gage that took a torturous basement route around the furnace and pipes and over the laundry tubs."

When the Holst family moved into a new house with no basement, Jack reluctantly disposed of his "O" stuff and has been modeling in HO ever since. In 1950 he crossed the country in a chartered train as a delegate to the National Boy Scout Jamboree at Valley Forge, Pa. That whetted his appetite for bigtime railroading. Next year he went to the Scouts' World Jamboree in Austria, riding additional thousands of miles by rail in the United States and Europe. In between his periods of model railroading and chasing trains with Jerry, the future Railfan 114 managed to spend enough time in high school to graduate.

Meanwhile, through the *Switch List* of *Railroad Magazine,* he had made the acquaintance of Doug Richter and Mallory Hope Farrell. Doug influenced him in the direction of rail history and lore, while Jack and Mallory swapped photos and data. Doug regards the subject of this sketch as "a humorous person who contributes to the lighter side of life," also "an extrovert, outgoing and gregarious." He adds: "Jack constantly surprises me with the amount of work he does and keeps going at the same time, such as restoring two or three old steam engines concurrently, researching on detailed projects, making numerous long trips, being active in several clubs' doings, and holding a full-time non-railroad job. Aside from his family, his primary interest is Heisler locomotives."

But Jack kept his railfan ideas on a sidetrack while attending Oregon State University. In 1956 he emerged from the "halls of ivy" with a B.S. degree in natural resources, moved to Portland, and landed a job as planner for the Multnomah County Planning Commission. Thus started on a lifetime career, he resumed railbuffing in his leisure time with renewed enthusiasm.

"I went to school, steam was everywhere," he sighs, "but when I finished my formal education it was almost all gone. After recovering from the shock, I set out with a couple of good cameras to see how much was left."

Besides a few steamers scattered here and there, he discovered a green-eyed goddess named Shari. She had a sylphlike figure of medium height and a smile that bewitched him from the start. Naturally, they fell in love. Even now, he can't explain why. It just happened, he says. So in 1957 they got married. They have a pretty daughter named Suzi, now 14, and are living at 12930 N.E. Tillamook St., Portland.

"Shari has tried to share my hobbies," Jack says patiently. "She goes with me on trips to ride and chase trains and has even built some structures for my model layout; but her attitude on railroading can best be described as tolerant."

In doing personality sketches like this one we try to get a woman's viewpoint. Jack didn't think his wife would answer our request for comments. Says he, "She writes letters about as often as the 8444 runs into Penn Station." But to his surprise, she did write to us.

"You ask about Jack's strong and weak points," Mrs. Holst states. "His weakest point is not having enough time to spend on his hobby. His strong points include being a friendly, likeable person, a good organizer, and very well organized himself. That is why I married him. My first introduction to his hobby came as a shock. We were on our honeymoon driving through Alturas. We took turns driving and it was my turn. I was watching the road when Jack suddenly yelled, 'Stop!' I thought something was wrong. When I stopped the car and looked over for Jack, he was gone. I saw him out in a field running like mad to snap a picture of an old steam engine!

"Since then, just about every trip we have taken together has featured steam engines or other railroad items. He uses a good portion of our large basement for a miniature logging operation in

HO scale which he calls the Sugar Pine Ridge Logging Company. It isn't finished yet, and may never be. Jack wouldn't enjoy it half so much if there weren't something still to be fixed or puttered over."

Shari's interests run toward arts and crafts. She is a gifted sculptor. In fact, both Jack and his wife plan to take up welding, he to get more skill in repairing locomotives and she to do metal sculpture. Shari also goes in for ceramics, sewing, knitting, and beadwork. Besides, she likes to draw and paint and she loves animals. The family zoo includes three pedigreed Basset hounds. At times it had a skunk, guinea pigs, turtles, mice, goats, a rabbit, and fish. What, no elephant?

In addition, the Holsts take keen delight in skiing and in driving their two sports cars, a bug-eyed Sprite and an Alfa Romeo. Automobile races and rallies fascinate them. Jack even toils in the pits as a motor mechanic for race-driving friends.

. He is the planning manager for Robert E. Meyer Engineers, Inc. This work involves comprehensive development plans for cities and counties in the Northwest, helping communities prepare for the future.

"One of my gripes," he says, "is the unreal national priorities which place such items as war, the SST, and looking for rocks on the moon ahead of adequate housing, rehabilitation of our cities, anti-pollution measures, and education."

No. 114 is the largest and tallest of all our *Interesting Railfans* to date, towering 6 feet 4½ inches above the sidewalks. He enjoys being closer to the sun than most of his fellow mortals. But he admits wryly: "I'm overweight. I carry around some 250 pounds, and I do little about it." He has no interest in health foods or vitamins, preferring steak, hamburgers with plenty of ketchup, biscuits, beer, and berry pie.

"One day a bunch of railfans were having a bull session in my place," writes James I. Gertz of Port Angeles, Washington, "and at supper Jack sat between Bob Murphy and me. While we were gabbing, another biscuit would be dropped on Jack's plate now and then. Before the meal ended, he must have gobbled down at least a dozen biscuits, not to mention two heaping plates of spaghetti, and he still had room for a slice of apple pie."

"Jack consumes beer like a steam loco gulps water," says E. M. Bernsten, vice president of the West Coast Region of NRHS, "yet I've never seen him drunk; and he smokes like a Mallet on a 2 percent grade. He has mastered the fine art of 'borrowing' cigarettes to such an extent that we declare an NRHS holiday on the rare occasions when he is spotted actually *buying* a pack for himself."

His physical exercise consists mainly in working on steam engines or sports cars and romping through the woods to photograph trains. His sleep is limited to five or six hours a night. How he gets away with it is a mystery to us. Maybe he snatches a few naps which don't count as shut-eye, as five-hours-a-night sleeper Thomas A. Edison did.

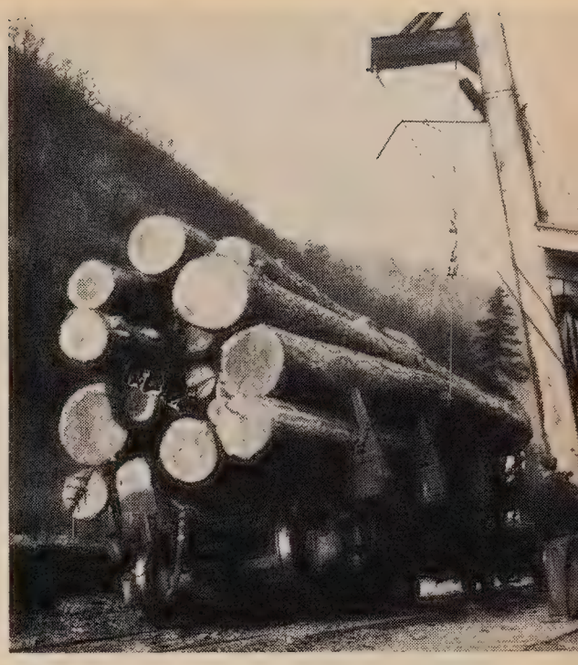
"Jack thrives on less slumber than anyone else I know of," comments Jim Gertz. "Sometimes we'll have a bull session until after midnight and then force ourselves to get up before six a.m. He is as fresh as a cherry blossom while the rest of us look like last week's hangover."

Withal, he is healthy, almost never gets a serious cold, and hasn't consulted a doctor more than once or twice in the past ten years. So he must be doing some of the things that are good for him. Having a wife like Shari helps a lot.

Politically, he is an Old Guard Republican. His religion is nominally Protestant, although he feels that the organized church has little to offer people because it has failed to keep up with the changing times. His home is a typical suburban split-level. Aside from the small locomotive-shaped name sign on the porch, only the lower levels show that a railroad historian is in residence.

The three Basset hounds share the double garage with three cars, three bicycles, a workshop, and nearly enough locomotive parts to build a full-size steamer. His only piece of operating railroad equipment, a Fairmont speeder from the Northern Pacific, was crowded out of the garage to find refuge at a friend's house.

Jack's den is a railroad museum. It boats a locomotive bell, steam whistles, oil lanterns, and assorted railroadiana. Nearly all of it came from logging lines and (vandals, please note!) was acquired legitimately at the time when steam or the railroads themselves were disappearing. He has extensive files of loco rosters and builders' lists plus a large collection of photos and negatives of Western lines. His favorite road, the former Klickitat Log & Lumber Co. in Washington State, is



"Ike" Isaacson is unloading logs at Klickitat, Washington, for Klickitat Log & Lumber Co., actually lifting the trucks off the rails.

Photographed by Jack M. Holst

well represented with 300 black and white negatives, about 200 slides, and 600 feet of 8mm movies, all taken by himself.

"Some day," he tells us, "I will do a book on this line. To date my railroad writing has been limited to articles for the *Pacific News* and the NRHS *Bulletin*, plus occasional bits in other publications. I have contributed roster material or photos to a couple dozen Western railroad books."

Along with Doug Cummings and Ed Bernsten, he helped to set up the Pacific Northwest Railfans Conference, which for the first time brought together all railbuff clubs in Oregon, Washington, and British Columbia. This conference, which meets annually, is now five years old.

Ed Bernsten and Jack first met five years ago on a fantrip over the KL&L, which was then about to expire. "At that time," Ed writes, "Shay No. 7 was pulling a string of borrowed gons for a Puget Sound Railway Historical Asso. excursion. Jack was hawking issues of *Pacific News* which featured a story he had written on the KL&L. He seemed right at home surrounded by big timber, fast streams, and slow, plodding, geared locos. I also met Sy Reich that day; had long been familiar with his rosters in *Railroad Magazine*.

"Jack is resident Heisler expert in the Northwest. He journeys to such obscure places as Lake Cowichan and Mesatchie, British Columbia, on Vancouver Island, and Tuolumne, California, sometimes covering as much as

Shari Holst with three Basset hounds. Freckles (with heart on her side). Humphrey Bogart (behind Freckles), and Sammy Doggie, Jr. on ground taking things in.
Photograph by Jack Holst

1,500 miles on a weekend to find an operating loco. His frequent travels help me to keep contact with our widely dispersed NRHS chapters west of the Rockies.

"A few years ago, a week-end expedition into the underbrush near Lake Cowichan by Jack and several other die-hard locomotive historians failed to locate a long-lost Climax, reported to have been abandoned on a hillside. Dusk came on. Night birds began to sing. The tired gang was ready to give up when Jack noticed a suspiciously level area that might once have been a railroad grade. He was right. We tramped around the bush for several minutes before his well-developed loco-tracking instinct led him to the deserted old engine—which has since been pulled out by an Island resident for near Duncan, B.C."

People who know Jack Holst agree that he is witty, easy to get along with, and generous toward other fans. For one thing, he donated many hundreds of hours of time to the now defunct Vernonia, South Park & Sunset Steam Railroad.

Jim Gertz says: "Jack's files are open to anyone seeking data and he will lend a hand on almost anything from digging up pix and information to laying or removing track. He and Pete Replinger assisted me in putting down the two sections of track on which my Willamette loco now stands. He drove all the way from Portland to Port Angeles on a weekend just to help out."

Jerry Lamper recalls that on May 3, 1952, when he and Jack were taking a two-man railfan jaunt they arrived at the big Weyerhaeuser mill at Klamath Falls and saw, right out in the open, the mill's no. 4 Mallet, with a Gerlinger spark arrester. This was just before the engine was sold to the Sierra Railroad and renumbered 38. Another locomotive also was in plain view but on the other side of the fence, some distance away. The guard at the gate refused to let the two railfans in without a pass, because many items had been stolen at the mill. So they got passes, entered the property, and inspected the last logging Mallet, Weyerhaeuser's No. 8. Then they left through the same gate they had entered. The guard asked suspiciously, "Did you take anything from the mill property?" To the guard's surprise, Jack answered: "Yes, we took something—pictures of the locomotives."

Jack and two other NRHS fellows in a joint undertaking have just completed a small book on the Spokane, Portland & Seattle for publication by Chatham Publishing Company. Off and on for nearly ten years, Jack has been doing a history of Heislers. This is far from easy, due to the lack of existing company records; but with the co-operation of Walt Casler of Corry, Pennsylvania, and many others, it is finally shaping up. On research he uses electronic data processing equipment, a new wrinkle in the field of railroad literature. He also discovered a virtually untapped source of facts on loco ownership in the form of sales contracts recorded in county courthouses —digging out with painstaking care material which otherwise would have been lost to history.

According to Roger W. Phillips, a past president of the PNW Chapter of NRHS, wherever Jack goes he seems to be the center of interest, not merely because he is bigger than most fellows but also because of his lively and friendly personality.

"While traveling with him," Roger writes, "you never miss a locomotive scrap yard nor an industrial plant that has its own railroad. He is even interested in 'gizmoes,' our word for small industrial diesels. Once his Heisler book is out, he and I expect to do something with our pix and info. on industrial railroading. The railfan hobby has too many chiefs and too few Indians. While Jack is a chief, he works like any member of the tribe. If you need a rail pulled or laid, he is one of the first to put in a day's labor on that thankless job, in addition to the more ego-satisfying work he does.

"When I was president of our chapter I would not have let the group become involved in restoring the little Stimson Lumber two-truck Shay if Jack hadn't been the moving force behind the project. The engine had been damaged so badly by fire that she seemed fit only to be scrapped. But Jack decided to save her. This project got some old fans out of their armchairs and brought new members into the chapter. While he was serving as president, he made our chapter even more vital and interesting than it had been. He insisted we could tackle difficult projects and still have fun."

Jack belongs to the Pacific Northwest Chapter of NRHS; has served as its president, vice president, and in other capacities. He is also a member of the Pacific Locomotive Asso., the Puget Sound Ry. Historical Asso., and National Model Railroad Asso., besides being Western news editor for the NRHS *Bulletin* and a contributing editor of *Pacific News*.

His reading matter includes a long list of rail publications, a few general periodicals, professional journals, and a railroad book a month, but rarely

newspapers. As one of the founders of the former Vernonia, South Park & Sunset Steam Railroad he learned much about building, maintaining, and operating railroads.

Doug Cummings of Richmond, B.C., can't understand how No. 114 gets time for his many activities. Says he: "Jack is a leader, rather than a follower. You can usually find him organizing as well as participating in most fan activities in the Portland area. Many an evening we have spent together going over historical points, perhaps a series of ownerships of a locomotive. In historical work Jack is thorough and methodical, never jumping at conclusions nor guessing as some authors do. He was instrumental in securing an additional Shay for the Cass Scenic Railroad in West Virginia. I also had a hand in obtaining a Shay for them from this area."

We expect to print two Jack Holst pieces in this magazine soon. One is a roster of present Shay ownerships. The other will be reprinted from *The Trainmaster,* a railfan journal. Entitled "Interesting Busfans No. 0.02357, Clod C. Kenworth, by Freeload Cubbard," it is a clever parody on our own series of *Interesting Railfans.*

Jack recalls how thrilled he was by his first opportunity to operate a Heisler. "This was on the Klamath & Hoppow Valley, which has 8 percent grades. Although I had been writing about Heislers for years and photographing them, I had just about given up hope of ever running one myself, and this experience was delightful. Details of my locomotive chases would fill volumes. I've broken trail into a snowed-in logging camp, forded streams where my automobile actually floated on the water, often driven all night to see steamers, helped to rerail trains, ridden on railways of every gage from 18 to 63 inches, and in general had a helluva good time."

Tribute to Bill Witbeck

WE WANTED to include C. William Witbeck in our series of *Interesting Railfans,* but he was too busy at the time to send us the information we needed—and now he is gone. He passed away Feb. 24th at age 55 after a brief illness in his home city of Hammond, La. Bill was a commercial photographer, a railroad photographer, and a collector of railroadiana. He founded the Southeast Louisiana Chapter of NRHS and was the moving force behind its establishment of a railroad museum in Hammond. Extreme devotion to his hobby led to the sudden death.

"Prior to his becoming ill," writes his widow, Ruby, who is a Bell Telephone chief operator, "Bill worked many long, hard hours clearing land for the museum location, laying track, and moving railroad cars to the spot. He did not get all of his engines nor any of his narrow-gage rolling stock moved before he died."

As the Hammond *Vindicator* editorialized: "Railroading was his life—that is what he adored, along with Ruby, who made his latter years so happy."

Nearly five years ago *The Shreveport* (La.) *Journal* gave two pages to Bill Witbeck. While he was living in Brookhaven, Miss., the Exchange Club there decided to put a narrow-gage railroad in an amusement part and made him chairman of a committee to acquire it.

"I got together about a half-mile of track and some rolling stock form a lumber company," Bill recalled, "and I paid a sugar plantation $185 for a real Forney steam engine in good condition, which originally had been No. 94 on the old New York Elevated Railroad. The club wouldn't buy the locomotive from me, so I worked out a plan to lease her to them. But before operation could begin, they were stymied by the high cost of insurance for a steam train in an amusement park, and abandoned the project, leaving me with the Forney and some cars."

Later, Bill moved to Hammond, taking the equipment with him, and stored it at nearby Natalbany, which formerly had been a small railroad yard. Working eagerly on week-ends and in spare time, he laid about half a mile of track on the property beside a highway and began running Old 94 up and down the line. This lured visitors from far and wide, including the late Walt Disney. Walt paid Bill a pretty good price for the Forney, which today is pulling a four-car train in Disneyland at Anaheim, California.

Another steamer which our subject used to own was sold to Harrah's Club in Reno, Nevada, for use in tourist service. At the time of his death, Bill Witbeck still had three narrow-gage locos at Hammond and two others in Cuba. We don't know the story behind those two, except that Fidel Castro wouldn't let him take them out of the country.

If you want a steam loco but have very little money, according to Bill, your best bet is to find one in an out-of-the-way spot and buy her at a low price before some wealthy collector beats you to it. That is how he acquired a Lima-built Shay from Crosby Locomotive Co. in Mississippi. He found her in the woods in rather bad shape and bought her cheap. One day, while vacationing in Mexico. he saw a rare Baldwin plate

Bill Witbeck takes title for Hammond chapter's first railroad car, Missouri Pacific (T&P) coach No. 1147 at Hammond, Louisiana, on April 19, 1968.
Southeast Louisiana Chapter, NRHS

dated 1883 on an operating engine and paid the hogger $5 for it. Then he knocked it off with a chisel. The hogger plugged up the rivet holes with wooden pegs and highballed on his way.

In addition to his engines and cars, Bill had more than 60,000 negatives of steam locos, most of which he had photographed; also locomotive headlights, builder's plates, oil lanterns, a huge pile of ICC accident reports, etc. All of his railroadiana that pertained to Hammond's early history will be donated to Southwestern College in that city, where a memorial will be set up in the college library. Ruby tells us that the rest of his stuff, as well as his photographic studio, will be sold as soon as possible. The estate is being handled by Judge Leon Ford of Hammond (phone 505 345-1584), himself a railfan and the grandson of an Illinois Central engineer killed in a train wreck near Hammond.

STEVE MAGUIRE'S

TRANSIT TOPICS

A NEW high-speed trolley line may be in the offing for Massachusetts. It would be built along the right-of-way of the abandoned Greenbush line that the state is buying from Penn Central, reports Ron Salters, 26 Pierce Rd., Weymouth, Mass. 02188. Sale of the line for $19.5 million may be completed already, but work on the new route from Hingham to Braintree will not begin until a new station is opened on the South Shore rapid transit line near North Braintree, where it will connect with South Shore trains. The state is looking at a British rail-car which could operate on the line totally on an internal fuel supply. These cars could run from the Boston South Station's railroad tracks, join the South Shore line near Columbia station, and continue further south beyond the end of the electrified transit tracks.

Secretary of Transportation Volpe has announced a $25 million grant to the Mass. Bay Transportation Authority for extensive improvements in Boston's Green Line streetcar system. Recently, two other Federal grants were made to MBTA. The first, $568,940, was to help buy much-needed equipment, including 10 service trucks, 11 snowplows, 10 administrative vehicles, and 17 pieces of shop equipment. The second grant, $320,000, was for track relocation and construction work.

"Regarding electric service between Braintree and Cohasset, Mass.," writes John Schofield, 325 North St., North Weymouth, Mass. 02191, "as a child I rode from the pier at Pemberton to the amusement area of Nantasket Beach on open cars that ran to Nantasket Jct. only. Was this equipment similar to that used on the Braintree-Cohasset section, or was the beach line the first installation in this country? When was electric service discontinued between Braintree and Cohasset?" The operation he refers to was one of the first New Haven railroad electrifications, built in 1895, using d.c. and center third rail.

FARES were recently increased by five to 15 cents on the Lindenwold Hi-Speed Line, which has nearly eliminated its operating deficit, but not the interest and depreciation charges amounting to some $6 million annually. The line's problems stem from various sources. One is lack of sufficient bus service. The original passenger estimates were based on the assumption that the bus routes in South Jersey would be restructured to serve Hi-Speed Line stations. However, Public Service of New Jersey and its transit subsidiary, Transport of New Jersey, have refused to cooperate.

Traffic on the Lindenwold Line is below estimates; and bus patronage is down, since former bus riders have switched largely to the new line, attracted by high speeds and lower fares. As a result, there was increased pressure for the formation of a Southern New Jersey Transportation Authority that would operate the Hi-Speed Line, build new routes, and operate and improve the existing regional bus lines.

The above information comes from *Trolley Fare*, published by the Pennsylvania Railway Museum Asso., P.O. Box 832, Pittsburgh, Pa. 15231. More recently, Transport of New Jersey, which has been cutting down its routes and employees to try to lower its deficits, audaciously asked that it be allowed to take over the Lindenwold Line, a potentially valuable asset! This request was made to counter a request that it operate feeder service to the seven stations of the Lindenwold Line in New Jersey, rather than operate as it does now, completely ignoring its rail competitor.

Mexico City's transit company (STE) No. 0, ex-paycar built by Brill in 1902, is shown carrying tourists on 3-mile downtown line on Dec. 26, 1971. Aged single-trucked trolley carries a motorman, a hostess and two other employess on run.
Luis L. Torrealba, Apartado 838, Mexico 1, D.F.

Prospects of a new rapid transit line to operate at 100 miles per hour between Atlantic City and Philadelphia or its International Airport look promising, according to studies made by the Delaware River Port Authority. So says H. Gerald MacDonald, 124 E. Wisteria, Wildwood Crest, N.J. 08260. The line's easterly end would be at the Atlantic City municipal bus terminal, which Mr. MacDonald notes is the former Penn-Reading Seashore Lines railroad terminal. The westerly end would run either along PRSL tracks to Frankford Junction in Philadelphia where it would join Penn Central tracks, or to Atco, N.J., to connect with PATCO lines of the Lindenwold operation. Whichever route is adopted, the line is expected to be extended as far as Atco by the time the proposed Atlantic City route is ready for operation.

IN CALIFORNIA, the Bay Area Rapid Transit District has refused to accept delivery of train cars from Rohr Industries Inc. until a braking problem is corrected, Harre W. Demoro writes in the *Oakland Tribune*.

According to L. A. Kimball, BART assistant general manager, Rohr has delivered only two cars since a machinists' strike against the firm was settled Jan. 31st. These two cars, plus one delivered last November just before the strike, have brakes which must be modified.

BART cars have two braking systems. The main stopping force utilizes the electrical motors that also drive the

Southern New York Railway car No. 94 on a trestle—where and when? And who are the crew men? Like most of the pictures we get, this one had inadequate data on the back. Photographer's name not known, or whose collection it came from.

Edward H. Meyers, Boone, Iowa

The hours dwindle down to a precious few. Final day of operation on the Fort Dodge line at Fort Dodge, Iowa, August 31, 1955. No. 82 was well photographed at every station stop before pole was yanked at the end of trip.

East Broad Top "Winter Spectacular" turns into "snow spectacular" as sweeper No. 09, formerly from Washington, D.C., struts her stuff in Feb. 1972. Car was built about 1898 by Maguire-Cummings. Many fans had never seen sweeper work.
Dan Fink, Rte. 1, Mt. Morris, N.Y. 14510

cars. In braking, the motors are switched electrically to become generators. The motion of the train turns the motors which generate electricity.

Special circuits resist the flow of electricity and slow the car. This electric system has been used for about 40 years in rapid transit cars, trolley buses and streetcars.

As the train speed drops below about 15 miles an hour, the electric force begins to fade and a hydraulic-actuated friction brake on each axle stops the train and holds it. Although use of hydraulic brakes on transit cars is not new, BART is the only system making major use of them.

Sixty cars are necessary to start the Oakland-Fremont line, but a dozen lead cars are needed ahead of time to test the train control operations. The first official passenger train was a ten-car Directors Special on Dec. 17th at the opening of the new BART headquarters in Oakland, consisting of the one production model (car 504) and nine test cars. The dummy model car used for display for the past six years has been sold to Atlanta Transit for $1000 to assist transit promotion in the Georgia city.

Meanwhile, San Francisco's Municipal Railway sought to find public aid and reaction in an effort to work out a crosstown link between its L and N lines, only to hear cries of "not on my street" from different factions, reports *Western Railroader,* P.O. Box 668, San Marino, Calif. 94401.

A PROPOSAL has been made to use air-conditioned PATH cars to improve the lot of the 1.8 million IRT straphangers in New York City. The proposal, calling for $2 million to $3 million to bore tunnels between the two systems, was presented by a new citizens' watchdog committee that seeks reform of the Port of New York Authority. The PA runs PATH trains (the tubes) to New Jersey.

PENN CENTRAL'S New Haven Line may see resumption of electrification along its Danbury branch as part of the second phase of modernization of this division, writes F. T. Finley, 21 Brownley Dr., Stamford, Conn. 06905. That branch, 23.5 miles long and single-tracked, was de-electrified about 8 years ago as part of a New Haven austerity program; but the supporting poles (actually I-beams) were left up. Hence the cost of re-electrifying to provide through service into New York City without changes at Norwalk would be around $2 million. This is part of a larger project that calls for buying 144 new electric m.u. cars and rehabilitating 49 older cars for the division. The old electrical system, dating back 60 years or more, also would be modernized.

CHICAGO'S most recent five-year plan for capital improvements includes the extension of the Kennedy Expressway rapid transit line from its present terminal at Jefferson Park to O'Hare Airport.

Stephen Scalzo of Chicago, who sent us this news, says the extension is likely to be built between 1973 and 1975 at a total cost of $70 million in Federal, state, and local funds.

Meanwhile, Chicago's trolley-bus days are numbered. By the end of 1974 all nine Chicago Transit Authority's trackless lines will be converted to air-polluting diesel buses. That is CTA's decision. This summer as a starter, Roosevelt Road service will be downgraded to diesels, and the other eight routes will be downgraded later. Chicago's fleet of 261 trackless vehicles is second largest in the nation.

Illinois Terminal Railroad No. 277, passing through Granite City, Ill., enroute from St. Louis, Mo., to Springfield, Ill., on an early fall day in Sept. 1953.
Stephen D. Maguire, 1411 River Rd., Belmar, N.J.

Tram car No. 365 at Glenelg, South Australia, on Adelaide-Glenelg line. This is the last trolley line in Adelaide. Victorian Railways motorman took the photo.
George M. Noone, 16 Stradbroke Rd., Boronia, Victoria, Australia

LEONARD'S Department Store in Ft. Worth, Texas, has a mile-long subway line from its store to an outside parking area on the nearby Trinity River for its customers. Built a decade ago, as our readers know, it uses former District of Columbia Transit PCC cars remodeled for the service, and claims the distinction of being the world's only privately-owned subway operating without any fare being collected. A clipping from Robert Torbett, P.O. Box 3585, St. Petersburg, Fla. 33731, reports that Ft. Worth city officials are negotiating with the department store to buy the subway line to use as the nucleus of a $40 million subway complex downtown and to the suburbs. David Farrington, city planning director, says the north end of downtown Ft. Worth would have "folded" long ago if it weren't for Leonard's subway.

A SIX-DAY operating schedule for 1972, including trolley rides, from Memorial Day through Labor Day is announced by Magee Transportation Museum, RD 4, Millville Rd., Bloomsburg, Pa. The museum is open from 10 a.m. to 4 p.m., Tuesday through Friday all summer. Week-end operation remains the same, May 1st to Nov. 1st, noon to 7 p.m. They have completed restoration of Pittsburgh car No. 4145 for inclement weather and/or in conjunction with their two open ex-Rio de Janeiro cars.

A DECADE of all-buses on District of Columbia Transit system has convinced many thoughtful people that the scrapping of trolleys in the nation's capital was the worst transportation decision the city ever made. So says Jack Eisen in *The Washington Post*. It was argued that buses were cheaper to run; other cities were abandoning streetcars, and presumably Washington had to keep "up to date." The grim facts are: (1) Washington has become a maelstrom of traffic congestion, (2) bus fares have doubled, and (3) Boston, San Francisco, Toronto, and other cities are reaching out for a new generation of trolleys to put to work.

TWO GUNMEN robbed the passengers of a Shaker Height's Rapid trolley in Cleveland on February 19th, reports Alfred J. Kleinsmith of Cleveland. The thugs took over PCC car 75, running eastbound out of Union Terminal, at East 34th Street station. Between that stop and East 55th Street the motorman and 12 other riders were forced to put their purses into a shopping bag. After collecting $784, the robbers disappeared in the darkness.

RAPID TRANSIT car builders may be pricing themselves out of the market if news we now hear is correct. Less than five years ago, Illinois Central ordered its new double-decked m.u. equipment from St. Louis Car Co., priced at $307,000 each. These cars are still being delivered to IC. However, the *Park Forest Star* reports that inquiries for additional cars of similar design made to the St. Louis Co. by Chicago South Suburban Mass Transit District evoked an estimate that today they would cost about $475,000 per car!

In 1928, the Fageol Twin Coach Corp., a builder of buses, produced three single-truck experimental trolleys of what it called "automotive design." One or more were displayed at the American Electric Railway Association convention at Cleveland, Ohio. However, we haven't seen or heard anything of these cars after exhibits at Cleveland and in Kansas City. David J. Williams III, 5079 Blacksmith Dr., Columbia, Md. 21043, wants to learn what happened to them. So would we.

Den Haag tram travels along the Binnenhof line in Holland during 1906. Car was built in 1904. Trailer is horsecar. Note beauty of early Dutch architecture.
A. den Dulk, Wieringspstraat 208, Den Haag-R014

Outside of the U.S.A.

TORONTO Transportation Commission has started work on overhauling 50 of its PCC cars, according to news in TTC *Headlights* received from Michael J. Keefe, 5 Sabone Rd., Islington, 676, Ont., Canada. The work will include renewing the metal roof, replacing structual body beams and supports, installing a new under-floor and new heating ducts, overhauling the motors and all other electrical equipment, and replacing about 70 percent of all vehicle wiring.

Also in Canada, one of the costliest disasters ever to hit a rapid transit system befell Montreal's Metro last December. Twenty-four subway cars were destroyed in a major conflagration at Henri Bourassa station, the fire starting after a collision between two trains north of the station. Total damage to the trains, equipment, and station exceeded $7.5 million. Trapped in his cab on the train that collided with a standing train, the motorman was killed. The station is the northern terminus of Line 2 (Henri Bourassa-Bonaventure) on the Montreal system.

MEXICO'S Veracruz trolley system is fast deteriorating, according to reports from visitors to that city on the Gulf of Mexico. Out of about 40 cars on the premises, most of them in bad condition, only 15 appear to be operable, including such oldies as open car 15, enclosed ex-open car 1, Birneys 101-3, ex-Connecticut Co. 46, ex-Mexico City Peter Witts 603-4, and about 8 of the former Pacific Electric City cars now in the 200 series.

TOKYO, the world's most densely overpopulated city, ended 69 years of streetcar service on March 31st. Once its 40 trolley routes carried two million passengers a day; the last seven lines had 230,000. The city has two subways and plans to build a third. Its monorail line to the airport is well patronized.

SOVIET LIFE magazine recently carried a story of the Moscow Metro, reports Ron Dutton of Los Angeles. Amid many transit articles is a mention of Russia's streetcars with the information that the Soviet Union has decided to give them another chance and is planning to expand them and to build new lines, including high-speed routes in several cities.

AUSTRALIAN street railways will probably be down to two in number by the time you read these pages. Last year the Ballarat, Victoria, system closed down, and this spring the Bendigo system is ceasing operation. Both were run by the State Electricity Commission of Victoria. The four Birney cars from Bendigo are slated to go to local trolley museums, and most of the other equipment may be retained for displays around the country. Remaining in operation in Australia are the large Melbourne city system and a single seven-mile suburban line from Adelaide to Glenelg in South Australia.

GREAT BRITAIN saw the end of its last trolleybus on March 26th, when the operation at Bradford closed down, according to J. H. Price, 48 Highlands Court, Highlands Road, London, S.E. 19, England. Also in England, Edmund Nuttall of London, has been awarded the contract for the first phase of Liverpool's new underground railway. The work should be done in 1975.

REMEMBER MONTREAL'S STREETCARS, 44 pages, 6x9", with stapled binding. This photo book shows old and new streetcars in interesting locations. There is also a brief history of Montreal and its local transportation operations. Copies may be had for $1 from Canadian Railroad Historical Asso., P.O. Box 22, Station B, Montreal 110, P.Q., Canada. ●

Toronto Transit Commission

Connecting Toronto Civic Ry. (Coxwell route) with the Toronto Railway on first day of TTC existence, Sept. 1, 1921.

HOBBY CLUB

conducted by Sy Reich

TOURIST RAILWAY ASSN., Inc., held its first meeting recently in Chicago with over 160 persons representing about 100 groups interested in promoting rail tourism. The organization was formed to bring together the various elements of the rail-travel and steam-railroad industry in North America. Ross E. Rowland, Jr., of the High Iron Company was elected president; Robert E. Keller of Scenic Railways, Inc., vice president; George Pins, a private-car operator, secretary and counsel; George R. Greenacre of Rail Tours, Inc., treasurer; and Victor Campbell of Railroad Passenger Cars, Inc., chairman.

Among many problems discussed, three vital subjects became the main focal point of attention: insurance for members, exchanging mechanical data and information, and a joint public relations and publicity program. An Amtrak representative present said that railroads were perfectly free to operate fantrips with non-Amtrak equipment over freight-only lines. He expressed hope that the big insurance problem facing the operations of private cars over railroads would be worked out.

Any group owning and/or operating railroad equipment is invited to join the Association. Various categories of membership will be set up among groups, organizations, and rail-oriented magazines. Information is available from the Association, P.O. Box 200, Lebanon, N.J. 08833. Commercial vendors will be invited to display their supplies during the annual meeting at Milawukee next Nov. 10th, 11th and 12th.

Old railroad stations and cabooses are continuing to be converted to new uses. The 69-year-old Lansing, Mich., passenger depot of the Michigan Central is being turned into a restaurant, equipped with rail antiques and memorabilia for atmosphere. The Illinois Central century-old station at Browns, Ill., was transported to Monee and turned into a winery by John E. Thompson, a rail buff who also has a rail museum on his farm at Monee. Albert Hickey of Newburyport, Mass., has purchased a wooden caboose from the Bangor & Aroostook and arranged to store it on a private track at North Conway, N.H. This track is already occupied by a former Boston & Maine caboose now used as a week-end lodge.

Railfans are inquiring about The Railroad Station Historical Society, which is made up of historians interested in stations, roundhouses, signal towers, and other rail structures, in addition to buildings used by interurban and trolley companies. The Society publishes *The Bulletin* six times a year as well as a membership list. Annual dues are $3 per year. Contact William F. Rapp, RSHS, 430 Ivy Ave., Crete, Nebr. 68333.

Latest additions to the California Southern Railroad Museum at Perris, Calif., include two former Southern Pacific private cars: the *San Carlos*, built by Pullman in '89, and the *Sacramento*, by American Car & Foundry in 1900. Other acquisitions include a 224,000-pound steam crane donated by Santa Fe. The derrick was formerly the L.A. wrecker and saw service until last year. Their loco, Mojave Northern No. 2, an 0-6-0, is back in service again.

Canadian National now offers a new service to collectors. The person to contact is Norman Lowe, Antique Sales & Historical Collection Officer, Transportation & Maintenance Department, CNR, 935 de Lagauchetiere St. West, Montreal 101, Canada.

Members and railfans are restoring Nickel Plate H6 No. 624, according to the Nickel Plate Road Historical & Technical Society. Boiler sheeting and lagging has been removed and the boiler cleaned and painted. No doubt they could use financial help to restore this loco to her former dignity.

Restoring old private cars to their original operative state and adding enough modern improvements to make each one completely self-sustaining is being undertaken by Doug Morgan, owner of D. B. Morgan Railway Repair Co., 15 Sir Francis Drake Blvd., Larkspur, Calif. 94939. With a crew of 25 former rail hands, he renews the cars' woodwork, plumbing, cabinetry, and mechanisms. If you had your own private "varnish" and Doug restored it to glory, how much would it cost you to take off in such a car? In California it would cost 18 first-class fares. Out of state, 25 fares.

AND NOW IT'S NAIL TIME, by Kenneth B. Shaw, soft cover, 139 pages, photos, maps, Shaw's Den of Antiquity, 1473 S.W. 25th Court, Ft. Lauderdale, Fla. 33315; $4.95. Here is a book, probably the first ever published, on an increasingly popular phase of railfan objectivity—nail collecting. Around the turn of the century railroads used these nails with the year, or a letter, tapped on top and then mauled into a tie. Collecting these is now a full-fledged hobby.

There's a simple way to put together an engine for your youngsters, according to Steve Ellingson, the "pattern king." He has an easy-to-follow pattern with step-by-step photos, for use in fabricating the iron horse from ¾-inch plywood, plus a few scraps of odds and ends found in almost any home workshop. The pattern (No. 458) can be obtained for $1 from Ellingson, *Labor* Pattern Dept., P.O. Box 2383, Van Nuys, Calif. 91409.

Although Keweenaw Central RR has ceased operations and trackage is to be torn up this spring, its operations will probably be relocated on another railroad. This information comes from the line in Calumet, Mich. No definite plans have been made yet. KC fans could write their support to the line in Calumet. It appears that doodlebug M-35 will be a part of future operations—Richard G. Slattery, 82-46 135th Str., Kew Gardens, N.Y. 11435.

Highway maps of several states, published by the State Highway Department but not the oil companies, show rail lines. If you plan to visit one of these states and hope for serious train-watching, write to the State Highway Department in the capital city and ask for one of their official maps. Here's a list of the states and Canadian provinces with maps showing railroads: Alaska, Ala., Ariz., Colo., Conn., Ga., Dela., Ky., La., Ind., Minn., Miss., Md., N.C., Nev., Tenn., R.I., W. Va., Okla., S.D., N.D., N.J., Texas., Wyo., N.M., Man., Sask., P.E. Is., and Newfoundland.

Lake Whatcom Railway Excursions is beginning steam service between Lake Whatcom and Wickersham, Wash., over former Northern Pacific trackage. Contact the Lake Whatcom Railway Excursions, P.O. Box 1871, Bellevue, Wash. 98009.

A new organization, Northeast Railway Society, is being formed to acquire, restore, and operate railway equipment from Northeastern U.S. roads over a still to be determined right-of-way in New York State. Plans include obtaining a former Erie Pacific and other steam locos and a diesel. Send SSE for info. to Thomas Frawley, 114 Ayers Court, Teaneck, N.J. 07666.

Bob Kisken, a Train & Trolley Watchers member, living at 226 Buena Vista, Ann Arbor, Mich., seeks to form a small group of rainfans with the idea of putting together a slide-and-tape show on railroads of the past and present for use in the upper elementary grades of Ann Arbor schools. It's an excellent way to share your hobby with others.

Drawn by Joseph Easley

by JOHN NORWOOD

RED BOARD

THE past six or seven days had been hell. Wrecks, derailments, washouts—everything that could possibly happen on a mountain railroad during a rush. The great big brass was chewing on the middle-size brass and the middle-size brass was biting on the little brass. The little brass was blaming it all on an Irish night chief named John Cassidy.

Now that was all right, the railroad having invented the old game of passing the buck. But my name is John Cassidy and I was getting tired of being the carcass chosen to satisfy the Old Man's craving for red meat.

Tonight it looked like maybe the jinx was going to bid us farewell. Out of the window, Mount Baldy was a high black shadow and over the crest hung a full moon, round and yellow as an A.B.S. signal. Down on the go-out track, feathers of steam floated away from waiting engines and across the moon's face.

An enthusiastic or careless watchman had a Mike popping off regularly on the quarter hour. The copper circuit was quiet except for two boomers bragging to each other about all the pikes they had worked on briefly. Over on one of the branchlines two other hams were playing a game of checkers by wire. The squawker in the train detainer's cubbyhole was softly purring "OS" every so often, right on the advertised.

The lazy quiet sounded good after a week of jangling, blazing telephones, and sounders clattering a staccato of woe. Even the restaurant coffee in my battered thermos and the anemic-looking chicken sandwich tasted good. I cocked my long legs on the polished desk that was the chief's pride. I don't know why he objected to a few heel marks on it. Who could find beauty in furniture when there were redheads, chic and fresh-looking, showing their legs like that new one in the company's beanery?

Bill Hogan, the trick dispatcher, was seated in his cubbyhole marking down OS'es and probably thinking about a redhead, too. At least that's what I thought was behind his tuneless whis-

tled rendition of *Let Me Call You Sweetheart.* Oh well, Bill was old enough and bald enough, he could dream without getting serious.

Here it was 2 a.m. and the eastbound redball hit the buzzer at Baldy just as Hilltop came in with: "OS, Hilltop, Extra 703 West departed 1:55 a.m."

You just can't help yourself, if you've ever worked a trainsheet. When you hear two OS'es you start figuring where the two opposing trains are going to meet. I started running over in my head the orders I'd halfway listened to Bill issue for these two particular trains. And then that jinx came back through the door, thumbed his nose at me and gave a raucous raspberry—for Bill hadn't provided a meet for those two high-rolling Mallets and their strings of buggies.

I was yelling before my feet hit the floor: "Hey, Bill, get the nightbell ringing for that operator at Midland!"

He asked: "Why? What's wrong?"

The guy hadn't caught it yet and I had to tell him. "You got a beautiful lap out—and it ain't the kind you sat in fifty years ago."

Then he does squall! "You're nuts. I never put out a lap in my life."

"Come off it, Bill. The dispatcher never lived could say that honestly. But quit your damned jawing and ring that bell while I get hold of the roundhouse and start getting the wrecker hot."

By now, Bill was punching the bell selector with one hand while he pawed through the train-order book with the other. He was finally convinced and quavered, "Now what'll I do?"

I, too, had an empty feeling in my stomach. "Keep punching that bell for Midland. And keep it ringing till you get him out of bed. Tell him to set guns for the redball. Then set them for the string of reefers coming west."

"Okay, but he told me he was going to a dance and I bet he ain't back."

Bill was a worried dispatcher when he thought of that.

I made a dive for the door and the city phone to start a fire under the roundhouse force to get the wrecker steaming. On the way out I yelped at Bill: "And tell him to light up and get the red board out. If he wants you to wait until he gets his pants on, tell him there ain't time for that. He can put them on after he sets those guns."

Damn! My coffee, what I hadn't knocked over on that pretty desk top, was cold and oily. The chicken sandwich had quit smelling like chicken, so I threw the wilted lettuce leaves and mustard-specked bread at the waste basket. Then I dialed that phone—and dialed it again. No answer, I cussed redheaded hashers and double damned a certain night roundhouse foreman who chased them instead of being close to a phone when needed. Five minutes of spinning the wheel on the roundhouse combination and I gave up.

THEN a sounder on my desk started to dancing a buck-and-wing, calling: "CA, CA, CA, MD." Midland calling the Centralia chief. Well at least somebody was on the job, but I could feel more trouble coming before I reached down and flipped the key open to answer.

I wasn't wrong. The sounder ripped out: "I got Extra East stopped in front of the red board. He ran by the west switch. The hoghead just came in. Says he wants a message to take siding. Won't do it unless."

I'm used to that "I won't do it" stuff, so I told Midland to put the sandhouse lawyer on the phone so I could tell him off personally.

A string of dots and dashes spelled out: "Okay, minute, he's coming."

I heard the rattle of a headset being lifted from the hook and adjusted, and then: "Yeah, this is engineer Martin. What you want, Johnny?"

"I want you to stop palavering and get your marker end to backing up. Get in the clear—and do it fast!"

He still argued, "I must get a message before I move."

So I tore his ear off with: "Damn you, get moving! Do what you're told. You can have a message later if you want it."

"Whew, if you feel that way about it, okay." He sounded convinced.

The north end phone blared brassily. I lined up the scared detainer to watch the deal at Midland and warned him to let me know soon as something broke. Then I went into the chief's office and had Bill Hogan cut me over to the north end circuiit.

Just before the east end was cut off, I heard the westbound string of reefers blow at the Sierra audible annunciator. Eighteen minutes out of Hilltop and seven minutes by running time from the east switch at Midland.

Engineer Martin had left the headset off the hook at Midland and through the open circuit I heard a hiss of air releasing. Then drivers clanked as the Mallet was horsed over to reverse. Well, Martin might make it to the west switch and get in the clear, if the string of reefers wasn't moving too fast. For once I prayed for a train to lose time. Every DS knows that feeling.

Too late now to ask for a new shuffle of the cards. There was pressing trouble on the north end where a loud voice kept asking for Centralia. I crossed my fingers and answered, hoping there were no more number 13 orders out.

As soon as I spoke, the braying voice calmed down enough for me to hear it say: "This is the Spud Turn at MP 265. We got this teakettle crossways of the track and all over the ground. It's a job for the big hook."

Now I'd have to flip a nickel to decide whether to send the big hook to Midland or MP 265. If I could raise that redhead-chasing roundhouse foreman! Time enough to decide when I get him. Three or four minutes would tell the story at Midland.

I went into where Bill was trying to whistle *I've Been Working on the Railroad* through dry lips out of a drier throat. It sounded like a funeral dirge. Nothing yet from Midland, so before going back into the chief's den I had Bill cut the circuits normal. Gulping down the dregs of my cold java, I pulled the phone toward me to start dialing the roundhouse. Glory be, the third time I got results.

Wasn't time to tell the guy all I thought of him but I gave him a little of it nice and sarcastic. Gently, I says: "Well, well, Don Juan, how come you answered the third time? Where the hell you been all night? Did the hashhouse run out of coffee, or did a younger wolf show up?"

He comes back at me with a story about being out in the stalls fixing an injector on one of the new Prairie types. What a damn lie! The only Prairie we had on the division was on the gound at MP 265. While I was deciding whether to call him a liar or let it go I heard a sudden stillness in the detainer's office. Not a sound—no whistling, no rustling of trainsheet, not even the sound of Bill Hogan breathing.

Then: "OS, Midland. Extra 805 East in the clear at 2:18 a.m." Followed by: "OS, Midland, Extra 703 West by at 2:20. Goodnight."

JUST like that. Well, two minutes is good as full clearance time—if the Old Man doesn't hear about it. My next job is to dig Bill out from under the table and start him getting word to the crews on those two crews that made the unscheduled meet at Midland to keep mum. The wrecker to MP 265 could wait a few minutes until my own heart started beating again. Guess it

kind of quit when that sudden silence hit just before Midland OS'ed.

The headset was lying on the desk saying: "Johnny, oh, Johnny. Where did you get to? What's wrong?"

I finally picked it up and started talking, "That Prairie class you just got through working on has got herself across the tracks and all over the ground up at MP 265. Aw, save the wisecracks and get the big hook whistle blowing. Yeah, I know they just got back from Windom a few hours ago; but that outfit ain't bothered by the hog law. Open that valve and start her blowing."

"What about crews and power?" he asks from force of habit.

Funny, you always got to tell a roundhouse foreman what engines he has and what crews are in town to man trains we hook onto his engines. I should have let him figure it out himself, but we were going to want that wrecker at MP 265 before next Christmas.

So I says: "Hell, you got three engine crews okay at 3:30 a.m. and Fussy Jones's train crew is fresh at 4 a.m. I can hear a Mike down there popping off the quarter hours regular, wasting high-priced coal."

Always it's the same. He comes back: "I'm just testing her out. She won't be ready until 6 a.m."

I'm getting tired of his line by now, so I yell into the transmitter: "Brother, the call is f-o-u-r a.m. Got it?"

Bill Hogan, still jittery, is almost back to normal and yelling for help.

"Say, Johnny, how am I gonna get the Hook to MP 265? Phone just went dead on the north end. I can't put out orders up there."

"Jeez, Bill, don't you ever read the Book of Rules? When is Number 3 due out of here?"

He thinks a minute and looks at the schedule, then says, "4:15 a.m."

"Okay, hang a pair of green rags on the hook and block cars. Run them as First 3 far as Segundo and bust them beyond there. While you're at it, don't forget that drag laying at Abaco for the spud turn."

A light of just having thought of something jumped into his eyes and he worries. "Yeah, going to get a bad stabbing. He's sure stuck."

"The hell he is. You give First 3 a message to stop at Abaco and carry a flag for the drag."

Bill hadn't thought of that, but guessed maybe it could be done. I assured him it could and also told him to line it up for both the drag and regular 3 to go to Camargo and wait until the mess at MP 265 was cleaned up.

YOU never saw such a pleased dispatcher. "Johnny, ain't I glad I figured all that out? The chief would have handed me a whole handful of bullets if I hadn't moved those trains."

I let him down easy by saying: "Sure, you're a swell dispatcher, Bill. But don't forget that game of blindman's tag you just got through playing out at Midland. Some stoolie may talk yet."

That squelched him, and he moaned: "Chrissakes, Johnny, I hope not."

Before I could tell him to forget it, the loudspeaker croaked again and I started to say a little prayer: "Lord, don't let's have any more trouble tonight. Let us relax a little while." But the Lord didn't pay much attention to me.

Bill pressed the foot switch and answered. We get back: "This is Second 36 at Tunnel. We got a stinker that's blazing."

I'm right mad by now. Think of a conductor calling in to tell about nothing more serious than a hotbox. So I grab the transmitter from Bill and bawl: "Well, why tell us about it? Douse it and dope her up. If it's bad enough hang a keeley on her."

Before I got an answer I had a prickling at the back of my neck. I could see line by line the loads listed on Second 36's consist. The brains on the other end of the line didn't keep me in suspense long.

He says, real mean: "Just like that, huh? Now let me do the talking a minute. The manifest says there's twenty-odd thousand pounds of dynamite in that car!"

I knew it, I just knew it. With our brand of luck it couldn't fail. Sixty-eight other cars in the string and our jinx finds out about that one car of powder and goes to work on it. But I couldn't let any conductor know I was scared, so I cracked: "Dynamite? You mean the stuff that makes big holes?"

He's wondering about the same thing I am and asks, "What will I do if she blows while I'm working on her?"

I gave the only answer I could think of: "Hell, you won't need to worry—and we'll give you a big funeral."

Well, the wrecker whistle was blowing and Bill was busy getting orders ready to move them to MP 265. We were right back where we started a week ago when that jinx first showed up on the division. But something was missing. I fumbled around for it.

Sure. I remembered. I'd been having a rough time of it with the female ham at Summit. Getting daily notes from the Old Man wanting to know why I couldn't be civil to the gal. Lord, she was a pain in the neck, but you couldn't convince the super.

Bill says: "A lady on the phone wants to converse with you." So I cut in and told her to go ahead.

"Mr. Cassidy, this is Miss Ketchel at Summit."

Dammit, she didn't have to tell me. I knew it. "Yeah, sister, what's biting you now?"

That little baby voice pleaded: "Please, will you instruct this bullheaded section foreman to take enough boards off the office walls to release a poor little cat that's stuck in the partitions?"

Oh, my! Why couldn't that car of dynamite blow up in front of the Summit station? "Miss Ketchel, I'm a busy man and got plenty troubles of my own. Far be it from me to tell a head gandy dancer what to do. Is it a black cat and is it still alive?"

When she tells me it is and crying something terrible, I'm ready to cry, too, but not over cats in distress so I ask her. "Got any cotton handy?"

She says, "Why yes, I believe so. Some absorbent cotton."

"Well, plug up your ears, Miss Ketchel, and let the cat squall."

That don't stop her. She forgets she's a nice girl and lets me have it, "You big lug! The poor little thing might die."

I don't think so, but I console her with the thought that if it is just a little cat it must have at least seven or eight lives left. What she said to that would have surprised the Old Man and made him question his judgment of nice girls. It surprised me. Some of the language she used was new and different from any I've ever heard.

If it wasn't the squawker crying woe, or a she lightning slinger crying about cats, it was Samuel Morse's brain child yammering the same tune.

I flipped the key open and made a couple of double dots. Paloma came right back with: "My relief hasn't signed in yet. The hog law is about to get me."

I asked him if he had sent the caller to look for him and he says, "Yes."

WELL, that didn't tell me much, so I start digging it out of him a little at a time. Finally I get it straight that the caller had found the missing

boomer. Then I started trying to find out if he had any intention of coming to work.

The dots and dashes flowed smoothly and I broke them up to spell out: "Yes, he'll be to work. About Tuesday, some week next year. Caller says he's a mighty sick man."

I didn't doubt it a bit. I knew that bums who missed pay checks believed in a strictly liquid diet and liked to experiment. But to satisfy my curiosity I asked Paloma what made the guy sick.

He answered: "Tokay wine, one-third, 180 proof, two-thirds, mix well and you have a boilermaker."

Jumping Joseph, what in hell would they think of next?

My own guess with such a mixture was that the boomer would never be back, so I broke the sad news to Paloma that he and the agent would have to double until we could get them another operator.

But Paloma is optimistic. He guesses, "Maybe this guy is only sick and will show up."

I ask him if he's trying to kid me or kid himself.

He answers, "Neither." So I tell him to go on out and get a shot of java and come back to work.

One more piece of bad luck and the whole division will be mixing boilermakers. Personally I feel like calling twelve caboose hops east and a dozen caboose hops west, get them all on the road, then go in and stand over Bill Hogan and make him annul the timetable and all the schedules.

Bill was down the hall and I was standing looking at the trainsheet when there is a rattle of doom in the loudspeaker being made by someone trying to find a switch in the dark of a phone booth. Whoever it was finally found it; and when I answered a jubilant voice yells back at me:

"Hey, Simon Legree, this is Second 36 at Tunnel. The fire is out under the dynamite and the stinker smells like dew-drenched roses. We're ready to roll high and fast to Wayland. Give us the railroad."

Man, I felt like a new married woman—all excited and hoping, as I stepped on the pedal and said: "You got 'er, bub. Get rolling."

More good news and I'd be thinking I was going nuts. Anything but trouble on a railroad is unnatural.

I knew it couldn't last. Bill was still among the missing when the squawker says, "Camargo calling Centralia."

Here we go again, I think. "Yes, Camargo, is something else wrong?"

"Not much. Johnny. This is Jones on the wrecker. We've just got back from MP 265."

"What in hell you doing back at Camargo, Fussy? You were sent out to clean up a wreck."

The loudspeaker nearly jumps off the bracket when a bull voice bellows: "Don't you 'Fussy' me, you young whippersnapper. I'll have you know us master minds move trains. Not like some of the chief detainers I know."

I perked up when I heard that about moving trains. Trying to keep any sarcasm out of my voice, I said: "Mister Jones, I'm sorry I misnamed you. I'm waiting to hear what you'll say."

Fussy went big for the touch of apology and told me to go heavy on the 'mister' stuff. Then he says the wreck is cleaned up. Number 3 is whistling off and the drag was ready to follow on the passenger's block. He says he needs some flimsies to get home on.

I forgot again and said: "That's good. You did a swell job, Fussy."

Wow! He made my ears ring when he took me, "I told you, dammit, my name isn't Fussy."

I was feeling so good then that I apologized again.

He was catching the mellow mood, too, for he said: "Skip it, kid. Some doings tonight on this streak of rust, huh? Say, pick me up at the crummy when I get in. I got the cure for bad nights."

A couple of redheads, maybe? He wasn't going to get a chance to crawfish on that offer. I went quick a-lookin' for Bill Hogan to give the flimsies necessary to get Fussy into town fast. ●

Howard Pincus, 5 Eldredge Place, Rye, N.Y. 10580

Delaware & Hudson 4073, Alco RS-3, and Erie Lackawanna 821 EMD E-8, ex-Erie 821, at Colonie shops, Watervliet, N.Y.

Central Vermont Railway two-unit diesels hauling special passenger train on club trip.
Edwill H. Brown, 402 W. Main St., Norwich, Conn. 06360

Connecticut Short Lines

Motive Power Roster Compiled by Sy Reich

Central Vermont Railway

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Effort Tractive	Weight	Date	Notes
GR-12c	1500,1502	1200	GM-EMD	SW-1200	B-B	36,000	248,380	1955	1,2
MR-18a	3609-3614	1800	Alco Pr.	RS-11	B-B	53,000	226.790	1956	2,3
MRG-16c	3900-3901	1600	Alco	RS-3	B-B	46,000	249,270	1954	2,4
GR-17j	4547-4557	1750	GM-EMD	GP9	B-B	44,000	244,940	1957	2,5
GRG-17k	4923-4927	1750	GM-EMD	GP9	B-B	44,000	251,540	1957	2
GRG-17s	4928-4929	1750	GM-EMD	GP9	B-B	44,000	251,080	1957	2
MS-10d	8027	1000	Alco-GE	S4	B-B	34,000	229,700	1953	2,8
MS-10j	8080-8081	1000	Alco	S4	B-B	34,000	232,190	1955	2
MS-10a	8093-8095	1000	Alco-GE	S2	B-B	34,000	230,000	1941	2,6
MS-10b	8162	1000	Alco-GE	S4	B-B	34,000	229,700	1951	2,7,8

South Manchester Railroad (owns no locomotives)

Connecticut Short Lines

Roster is based on data from equipment officer; GT's gen. supt. equipment; CV's chief of motive power and car equipment; and PC's asst. dir. pub. relations. It is accurate as of the fourth quarter, 1971. For the purpose of our rosters, a short line is defined as a common carrier railroad listed in the Official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco Pr., Alco Products; Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.-General Electric Co.

(1) CV 1500, 1502 were originally Grand Trunk Western 1505, 1507; then GTW 1200, 1202 (1956); then GTW 1500, 1502 (1957); then CV 1500, 1502 (1963); then transferred to GTW (1968) but not restencilled GTW.

(2) All CV locos are leased from Canadian National except CV 8093-8095, leased from GTW.

(3) CV 3609-3614 were originally Duluth, Winnipeg & Pacific 3609-3614; then CV 3609-3614 (1967), then DW&P 3609-3614 (1968).

(4) CV 3900-3901 were originally CV 1859-1860, then CV 3900-3901 (4/1/57), then CN 3900-3901 (1/2/58). CN 3900 due for retirement before end of 1971; CN 3901 was retired (8/29/68).

(5) CV 4552-4557 were transferred to GTW (1965). 4552-4553, 4556-4557 were restenciled GTW.

(6) CV 8093 was originally GTW 7917, then CV 7917 (10/48), then CV 8093 (4/1/57), then GTW 8093 (1967). CV 8094-8095 were originally CV 7918-7919, then CV 8094-8095 (4/1/57). CV 8094-8095 were transferred to GTW (1967, 1968) but not restencilled GTW.

(7) CV 8162 was originally CV 8015, then CV 8162 (4/1/57).

(8) CV 8027, 8162 were transferred to GTW but not stencilled GTW. ●

District of Columbia Short Lines

Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
East Washington Railway									
DS-1	101	300	GE	45-ton	B-B	22,500	90,000	1946	2
DS-2	102	585	Whitcomb	65-ton	B-B	32,500	130,000	1944	1
RS-1	103	1000	Alco-GE	RS-1	B-B	60,000	240,000	1944	3
Washington Terminal Company									
RS1	40	1000	Alco-GE	RS-1	B-B	72,400	240,000	1944	
RS1	41-43	1000	Alco-GE	RS-1	B-B	72,400	240,000	1944	3,9
RS1	44-45	1000	Alco-GE	RS-1	B-B	72,400	240,000	1945	5,9
RS1	46-49	1000	Alco-GE	RS-1	B-B	72,400	240,000	1945	5
RS1	50-54	1000	Alco-GE	RS-1	B-B	72,400	240,000	1947	5,9, 10
RS1	55	1000	Alco-GE	RS-1	B-B	72,400	240,000	1947	5
RS1	56-59	1000	Alco-GE	RS-1	B-B	72,400	240,000	1948	5,4, 9
RS1	60-62	1000	Alco-GE	RS-1	B-B	72,400	240,000	1950	5
RS1	63-64	1000	Alco-GE	RS-1	B-B	72,400	240,000	1951	5

Rosters were compiled from data supplied by WT's manager, NH&I's rules examiner, CI's operating supt., PEPCO's purchasing and genl. services president, Pinto Island Metals' asst. Mgr., and EW's engineer. They are accurate as of the fourth quarter, 1971. For the purpose of our rosters, a short line is defined as a common carrier railroad listed in either the Official Guide, the Pocket List of Railroad Officials, or both, which has a route length less than 400 miles. Locomotive builders: GE, General Electric Co., and Alco-GE, American Locomotive Co.-General Electric Co.

(1) EW 102 was originally U.S. Army 8465, then EW 102 (1/47). Re-engined in 1963.

(2) EW 101 was sold to Pinto Island Metals, renumbered 68 (6/8/70).

(3) EW 103 was originally WT 41, then EW 103 (4/68).

(4) WT 57 was sold to New Hope Railway Equipment Corp., renumbered New Hope & Ivyland 57.

(5) WT 45, 48-50, 53, 55, 58, 60-61, 63-64 are no longer on the roster.

(9) WT 42, 45, 51, 56 were sold to Potomac Electric Power Co., renumbered 3, 4, 2, 1.

(10) WT 52, 54 were sold to Great Southern Land & Paper Co., then sold to Chattahoochee Industrial Railroad, renumbered 97, 38. WT 53 was scrapped in 1969. ●

PASSENGER TRAIN SURVEY

Nostalgia in northern New Jersey. A 1909 photograph showing the old Bogata station on the Northern of New Jersey branch of the Erie Railroad. This was an era of many passenger trains. Last one stopped in 1966. Note horse and wagon at right.
Collection of George Arents, Research Library, Syracuse University

THE FAMILIAR cry of "All aboard!" no longer echoes down the tracks of Chicago's elderly Central Station. March 5th was the last day Amtrak intercity trains ran into and out of this Illinois Central terminal. A major step has been taken in the city's dream of having all passenger trains originate or terminate at Union Station.

The two IC trains that moved to Union Station are the Chicago-New Orleans *Panama Limited*, which Lucius Beebe called "the flagship of the IC fleet," and the Chicago-Carbondale *Shawnee*. Also making its last run from Central Station on March 5th was Penn Central's *James Whitcomb Riley*, named for a poet, which began operating to Cincinnati and Washington. The IC's electric commuter trains still serve the separate Roosevelt Road station and were not involved in the shutdown of intercity operations.

Central Station was opened in 1893 for the Columbian Exposition. At its peak in 1913 a total of 85 intercity passenger trains used the big terminal. Its most hectic periods were World Wars I and II when countless thousands of draftees crossed its high-ceilinged waiting room en route to and from battlefields—and many never came back. As late as the early 1940's railroads handled 98 percent of all organized military movements in the U.S.A. Also at that time, great numbers of civilians also took to the rails, due to gasoline and tire rationing.

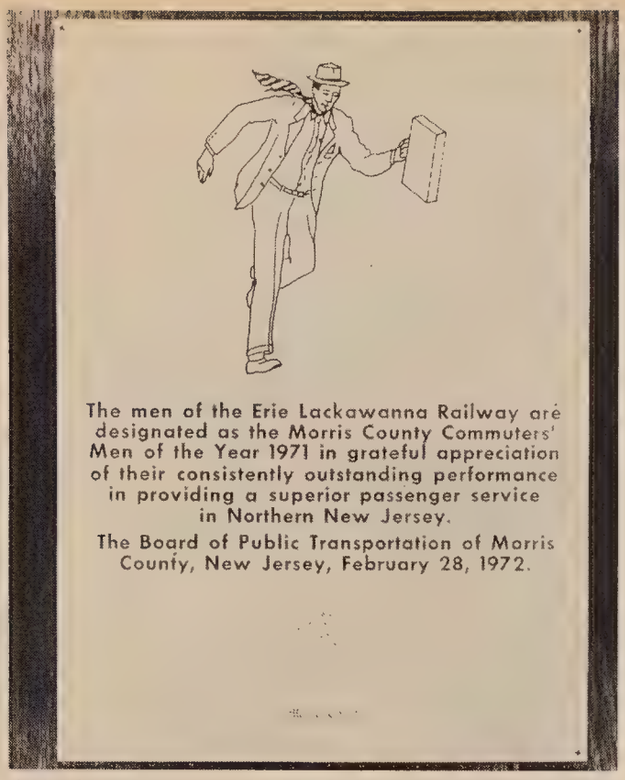
Central Station has handled trains for the Wisconsin Central, Michigan Central, Big Four, Chesapeake & Ohio, Soo Line, IC, and Penn Central. Last January Amtrak moved a former PC train, the *South Wind*, from Central Station in its drive to consolidate all of the city's operations at Union Station. For 79 years the older edifice has also housed the home office of the 14-state Illinois Central system.

"DO THE RAILROADS like Amtrak?" asks NARP *Newsletter*. "The Association of American Railroads has 16 lobbyists in Washington. Not one of them is circulating on Capitol Hill to aid Amtrak's request for $170 million. They're busy working for subsidies to purchase freight cars."

Transport Central reports charges by Amtrak that "the roads have inflated their bills to the National Railroad Passenger Corporation by millions of dollars." One example is Penn Central which, "according to Amtrak, has overcharged NRPC by about $8 million in the first three months of the Corporation's operations, largely for such disputed items as the amount of time a railroad employe actually worked for Amtrak, as opposed to the time the road billed the Corporation for his services."

AS WE GO to press, the Burlington Northern is holding a big closeout sale of 26 passenger cars, all operable, that when new ranged in cost from $96,000 for coaches to $172,000 for sleepers. Altogether, 272 such cars are being liquidated on a written-bid basis by "used car dealer" Norman Doerr, headquartered in St. Paul, Minn. Much of this equipment was reconditioned just before Amtrak stepped in.

Offers are being made by railfans, steam excursion-train operators, scrap and salvage dealers, businessmen desiring private cars, groups wanting them for mobile meeting rooms, people desiring them for summer homes, and schools needing special classrooms. While it is likely that these cars, or most of them, will be put to good use, we wish the BN could operate them on profitable passenger runs, which is no longer possible.


The men of the Erie Lackawanna Railway are designated as the Morris County Commuters' Men of the Year 1971 in grateful appreciation of their consistently outstanding performance in providing a superior passenger service in Northern New Jersey.
The Board of Public Transportation of Morris County, New Jersey, February 28, 1972.

Award presented to President Maxwell of Erie Lackawanna Railway and the men of the line for their outstanding work done for the commuters of Morris County by County's Transport. Board, Feb. 1972.

Canada's first double-deck passenger train is in operation on CP Rail's Lakeshore commuter line in Montreal area. The cars, built by Canadian Vickers Ltd., are equipped with Timken all-purpose railroad bearings. Nine-car train has seating capacity of 1,484.

REMEMBER the "Roseville Yard" in our October '71 issue? The author of that feature, Arthur W. Hecox, a retired Southern Pacific switchman, Box 6, Roseville, Calif., sends us a newspaper account of the closing of SP's passenger station in that city.

"I described the rundown condition of this depot anonymously in a letter which you printed in the late 1930's," Art tells us. "The letter caused a storm. After reading it, the Roseville Ladies Improvement Club indignantly told the SP that if it was too poverty-stricken to repair and repaint the old building, they'd do it themselves. Result: the brass collars quickly found money to fully refurbish the structure. But if you, Mr. Editor, had revealed me as the writer of that sizzling letter, I might have been fired."

Here, condensed, is a story from the Roseville *Press-Tribune*:

Life has gone out of the Roseville depot. Since Amtrak took over a year ago, the depot remained open until February 13th, not for passengers but for freight. Now, however, the 64-year-old edifice is completely retired. SP has moved its freight agency to the Roseville Yard office.

***From Trail to Rail*, a history of Roseville from 1864 to 1909, written by Leonard M. Davis, states: "The new depot was completed in 1907 and the old depot of 1874 was dismantled. Part of it was moved by its owner, Henry Barrett, to 319 Atlantic Street, where after a bit of remodeling, he reopened it as 'The Old Depot Saloon.' In 1910, the station was moved back to the railroad 'Y' where its predecessors, the depots of 1864 and 1874, had been located."**

For many years the building served as a passenger station for such trains as the *City of San Francisco*, the *Challenger*, the *Overland Limited*, the *West Coast Limited*, and the extra fare, hot-shot steam-powered *49'er*. Gradually, SP eliminated the trains one by one.

But many an oldtimer will remember the depot, for its wood stove and its ticket booth where railroaders used to pick up their pay checks.

Residents of nearby Rocklin, where a funeral had been staged 64 years ago for the Rocklin roundhouse, went to Roseville to hold requiem services for the deceased station. Wearing black armbands, the mourners traveled in a caravan of automobiles draped with black and funeral stickers. A hearse carried a coffin and wreath. Leading the solemn procession were Chuck Lucas, president of the Rocklin Area Chamber of Commerce, and the Rev. "Hap" Cribb, in clerical vestments, who officiated at the funeral.

AMTRAK has foiled Burlington Northern's plans to donate America's first vista-dome passenger car to the city of Aurora, Ill. Built there in 1945 by local shop forces, the stainless-steel car was christened *Silver Dome* and became the prototype for similar cars operated by railways throughout the nation. BN had planned to return the car to Aurora for permanent display when it was captured by Amtrak along with BN's entire stainless-steel passenger car fleet. The *Silver Dome* has been assigned to Amtrak service in the Seattle area—so Aurora will have to wait. We like to see cars operated.

ROGER LEWIS, president of Amtrak, predicts that two to three times as many Americans will be using passenger trains by 1977. He says the greatly expanded operation will be coupled with faster trains in some parts of the country, including Chicago and areas around San Francisco and Los Angeles. Such service already exists between Washington and New York City. Also, he foresees speeds of 100 to 150 miles per hour, cutting travel time in half and enabling rail carriers to compete with airlines and buses in many areas.

IF WE were running a series on "Unpopular Railroaders" we'd probably start with B. F. Biaginni, president of the Southern Pacific, a consistent foe of passenger trains. Here is a quote from his latest blast: "Despite what the articulate National Association of Railroad Passengers says about the great pent-up demand for intercity passenger service, we have only the word of their extremely determined 6,000 members against the clear actions of many millions of other Americans, who decisively have opted for other modes of transportation." But Amtrak's president says: "We are car-

Boarding Penna.-Reading Seashore Line's train 255 at Palermo, N.J., are Ruth Seidelman; Debra, and Linda Baker.
N.R. Seidelman
Pennsauken, N.J.

Sleek new Metropolitan cars on the Long Island Rail Road. Under $135 million program, 620 of these cars are being built.
Metropolitan Transportation Authority

rying about 15 million passengers annually."

JERSEY CENTRAL commuters can "go to college" while riding from Matawan to Newark, N.J., each morning—that is, those who take the train leaving Bay Head Jct. at 6:38 a.m. A series of four courses starting March 27th covered: "Managerial Writing Skills" (Mondays), "Reading Improvement for Adults" (Tuesdays and Thursdays), "Psychology and Psychoanalysis in Everyday Life" (Wednesdays) and "Personal Investment Strategies for the Seventies" (Fridays). Instructors are New York University faculty members.

"The class is a welcome contrast to the regular diversions of newspapers, pinochle, and the bar car," comments *Time* magazine, while *The Wall Street Journal* calls it "a good idea for turning those commuter hours to profitable use."

And on March 14th a workshop session on "Drugs and the Commuting Parent" was held aboard a regular homebound commuter train on the Long Island Rail Road. The discussion was spearheaded by two women on the Nassau County Drug Abuse and Addiction Committee. The railroad car was provided for the seminar by EduTran, which has been leasing the car from the LIRR for use as a commuting classroom since last October. A total of 100 commuter-students have been studying for a Masters degree in business administration aboard this car on the Hunters Point Avenue-Port Jefferson run.

WANT to buy a station? Penn Central's red brick passenger depot at Lancaster, Pa., built in 1928, is up for sale, reports L. P. Cummings of Lancaster. Included are also 5½ acres of land. Many other PC stations, even some on the Philadelphia suburban main line, are purchaseable. "We will listen to any offer for such property," says a railroad spokesman, "but the buyer must provide a waiting room, parking space, and toilet facilities for train travelers as part of any new building he would erect."

THE ONLY international passenger train service between the United States and Canada is operated jointly by CP Rail, the Toronto, Hamilton & Buffalo Railway, and Penn Central with double-unit RDC cars between Toronto, Ont., and Buffalo, N.Y.

A CANADIAN NATIONAL ad in the Halifax *Chronicle Herald* says: "Remember, when you were young, trains were very special things that took you to very special places. Now it's your children's turn to discover the friendly, fascinating world of CN trains. Take yours on one. Soon. The next time you plan a family trip, forget the family car and go CN, the 'traveliving' way. Cross Canada or just nip over to the next city. Enjoy complete relaxation. Choice of good meals, beverage service, and accommodations on most trains. CN has a wide variety of fare-plan savings, including family, youth, group, and 65-plus discounts. Check into them."

THE U.S. DEPARTMENT of Transportation has just granted more than $15 million to the State of Connecticut to help modernize commuter rail service on Penn Central's New Haven line. This grant covers two-thirds of the $22.6 million project. The state will pay the remaining third. Secretary John A. Volpe says it allows the state to rehabilitate 49 electric commuter cars, update the New Haven's electrical system, build new service and maintenance facilities, modernize the old Danbury branch line, and improve trackage. This is the second phase of New Haven modernization. The first phase included buying 144 new commuter cars and updating the stations.

"THE ABORTING of Amtrak's railroad renaissance would be a disaster not only for the travelers and their hope for an integrated transportation

system but for the American ecology as well," claims *Esquire* travel editor Richard Joseph. "Amtrak, with its speed, comfort and intercity service, represents the one best chance to alleviate highway and airport congestions and the resulting air pollution. An area exceeding that of the states of Connecticut, Delaware, Massachusetts, New Hampshire, Rhode Island, and Vermont combined has already been paved over for motor traffic, yet construction of new highways and freeways continues despite diminising land resources and increasing land costs.

"More trains would use existing rights-of-way without the necessity of building new roadways with the accompanying destruction of homes, and the disruption of the environment. By taking passengers away from their automobiles, the shorter runs would help reduce traffic jams, while the longer ones would alleviate congestion at airports when air traffic increases again."

Joseph reveals that during a 225-mile trip carrying 300 passengers, the *TurboTrain* emits only 65 pounds of pollutants, compared to 151 pounds by the six diesel buses or 2752 pounds by the 150 cars needed to move that many people that same distance.

"Coffee, sir?" asks Cheryl Clark, of Edmonton, Alta., CP Rail train hostess on Edmonton-Red Deer-Calgary *Dayliner* run. Hot java and hot pants go together.
Canadian Pacific photograph

FOUR magazines of special interest to passenger-train enthusiasts are:

***Newsletter*: National Association of Railroad Passengers, Anthony Haswell, chairman, 417 New Jersey Ave., S.E., Washington, D.C. 20003; 4 pages monthly, illustrated, $3 a year (included in NARP membership dues of $10 or more, depending upon type of membership).**

***Passenger Train Journal*, a 32-page quarterly printed on slick paper, well illustrated, 300 Independence Ave., S.E., Washington, D.C., 20003; Kevin McKinney, founder and contributing editor; $1.25 a copy, $4.50 a year, $8 for two years, $11 for three years.**

***Rail Travel Newsletter*, twice monthly, 16 small pages, illustrated; James Russell, editor, Box 9007, Berkeley, Calif.; 25¢ a copy, $4 a year.**

***The Bulletin*: Railroad Station Historical Society, about 13 large pages, good paper, bi-monthly, illustrated; William F. Rapp, editor, 430 Ivy Ave., Crete, Neb. 68333; sent to all persons paying $3 a year RSHS membership dues.**

FAST MAIL? After being lost for two years, a railroad car loaded with 319 sacks of parcel post and other mail, bound for Birmingham, Ala., finally turned up last March on a weed-grown Penn Central siding at Perryville, Md. The mail was intended for the Birmingham post office to be delivered in Mississippi, Alabama, and Louisiana, but it disappeared between Philadelphia and Washington.

"Our inspectors had been making a two-year, car-by-car search all over the Washington area," said LeRoy Greene, director of communications for the Postal Service's Southern Region. "The mystery is how the car got on the siding from the 90 mile-an-hour passenger train that was pulling it."

He said computers of Penn Central had been unable to locate the car, although the railroad was notified within minutes of its disappearance.

Records show that Pennsy delivered the car to the Washington Terminal Co. in February, 1970, for connection to Southern Railway routes. The car had a wheel defect. According to postal records, its contents were transferred to another car. When the lost car was found recently, many of its parcels were rewrapped because of their deteriorated condition, and each was stamped "Delayed due to circumstances beyond the control of the U.S. Postal Service."

WRITING on "One Helluva Way to Run a Railroad" in the *Saturday Review*, Elmer Roper sees "railroad management actively engaged in the process of digging its own grave—or at least the grave of passenger service." He states:

I am a man of peculiar tastes in transportation. In the first place, I like to relax when I am going somewhere, which immediately puts me in the odd-ball corner. I also like to be able to get up and walk around in transit, without interrupting the transit. I like to eat at my leisure, at a time of my choice, and I prefer to sit at a table when I do so. I even enjoy looking at scenery! And I like at least a relative degree of safety while I travel.

In short, I like to ride the railroads. I realize that all this puts me seriously out of step with most of my contemporaries, who seem to prefer to be jammed in somewhere and hustled to their destinations with their eyes either on the road or on the clouds. In fact, the other day I read an ad which described me as "the vanishing American." . . .

One of the reasons why people don't want to ride the railroads any more is that railroads are actively discouraging them from doing so. Trains are dirty, stations are poorly maintained, and the number of ticket windows is often reduced so that one has to stand endlessly in line to buy a ticket, or they are closed down completely when one arrives. The quality of food has gone down, while prices for it have gone up. There is virtually no promotion or advertising of passenger service. . . .

Letters from Readers

TRAVELING recently by air from my home to Dayton, Ohio, and returning by train (coach), I was surprised to find that the fare was the same on both trips, although the plane took less time and served refreshments without

extra charge.—Clinton O. Larson, Box 508, La Crosse, Wis. 54601.

IN THE FACE of an impending snowstorm in Philadelphia last February, a friend of mine wanted to go to Chicago by rail, but found that bedroom space on the *Broadway Limited* was sold out. I said a bedroom might be available on the *James Whitcomb Riley*, which runs to Chicago by a rather circuitous route through Washington and Cincinnati. Buying that space on the *Riley*, he went to Chicago. I was amazed to learn that he paid $24 more for a Pullman bedroom for one person than the same space would have cost on the *Broadway*!

As Eastern Pennsylvania membership chairman of the National Association of Railroad Passengers, I ask why, if someone is willing to put up with 7½ more hours of travel time between Philadelphia and Chicago by using the *Riley*, he is penalized an additional $24. A reasonable fare structure should have been the same rate for any through train between the two cities, regardless of route. The *Broadway* often operates on a sold-out basis, while the *Riley* runs through Philadelphia, New York, and Boston on many evenings with the through Pullman to Chicago empty. Until the fare structure is unified, it is understandable why this Pullman runs empty.—Thomas Coval, Assistant to Vice President, Temple University, Philadelphia, Pa.

SO YOU want more passenger service? Fine! But how many of you belong to the National Association of Railroad Passengers? Put your money where your mouth is. Plenty of people say they want trains, but never ride them. Plenty would ride trains under certain conditions, but won't pay even a small sum to NARP to help get them. NARP is working for us, appearing before Congressional committees, getting on TV and in national press stories. Could you or I do that?—Robert Swain, public transit catalyst, Box 1866, Long Beach, Calif. 90801.

Diane Franzen peers into deserted Rock Island depot at Kalona, Iowa. Funds are being raised to include it in Historical Village project.
Chas. Franzen, 509 W. Main St., Washington, Iowa 52352

"You know, boys, the way I figger this is that second section's run too fast!"
Drawn by Joseph Easley

SEABOARD COAST LINE'S *Floridian,* which is supposed to be combined with the *Silver Star,* between Jacksonville and St. Petersburg, had a hard winter, seldom being on time and thus often causing the *Silver Star* to arrive as a first section on many a day with just one car behind an E unit. Although it is due at 9:30 a.m., I recently saw it coming into Clearwater after 4 p.m., only shortly ahead of the *Champion,* which is due to arrive at 4:45 p.m. The *Silver Star* has been equipped with a dome sleeper (usually from the Northern Pacific, occasionally from the Burlington or Burlington Northern) for its daily except Sunday run and has a journey of two nights and one day on its out-of-the-way round trip. Motive power as of late (all E type) has been mixed between one unit of the SCL, Penn Central, or Louisville & Nashville—Elliott Kahn, 56 Verbena St., Clearwater Beach, Fla. 33515.

RIDERS of Penn Central's intercity trains who like to watch the passing scenes should sit by clear plate-glass windows. Some car windows are glazed with an opalescent bluish glass which makes things appear as though seen through oil smoke. Moreover, this glass is rippled and distorts your view. Whoever authorized its purchase should be fired.—A. J. Franck, Box 312, Media, Pa. 19063.

IN SEARCH OF STEAM

Mike Eagleson

KETTLE MORAINE RAILWAY, a new steam tourist road located 15 miles west of Milwaukee's northwest suburbs, opens May 28th. Equipment includes ex-DL&W open-platform steel commuter cars and a Soo caboose. Its engine, a 2-6-2, No. 9, formerly McCloud River, Yreka Western, Amador Central and finally Nez Perce Railroad, has been tastefully painted. Operations will continue on week-ends through Labor Day.

Another new tourist line, Flint Hills Railroad in Kansas, may soon start freight and passenger operations on 34 miles of Santa Fe track between Alma and Burlingame. Motive power will be two steamers leased from Smoky Hill Historical Society, vintage 1917 and 1926, donated by the Eagle Picher Mining Co.

The 470, monthly newsletter of the 470 Railroad club, Portland Div. of Railroad Enthusiasts, carries a letter from Frederick Bailey, assistant director of Steamtown, USA, saying that Steamtown will consider leasing ex-NKP No. 759, or any of its other locos, to any group with sufficient finances plus mechanical and operating personnel to overhaul and operate the loco. Groups able to meet these requirements are few and far between. Personally, I suggest that any railfan organization aspiring to lease a steam loco and put thousands of dollars into such an operation should pick a "new" engine rather than such an old much-seen friend as No. 759. Why not GTW 4-8-2, CNR 2-8-2 or 4-6-2, or CPR 4-4-4 or 4-6-4?

Steamtown hopes to fire up several steamers this season. Among the possibilities are: New Trap Rock Co. 0-4-0T No. 43, Tralee & Dingle 2-6-2T No. 5, E. J. Lavino Co. 0-6-0T No. 3, and Mass. Electric Co. 0-4-0T No. 1. Also being considered is one of the ex-CNR 4-6-0's. Former CPR 4-6-2 No. 1278 (now No. 127) may be used this season on the run from Riverside to Chester. Green Mt. 4-6-2 No. 1246 and 2-6-0 No. 89 are rumored to have been sold to singing star Johnny Cash for a new tourist operation he is planning around Nashville, Tenn. Steamtown has purchased the equipment of the defunct 2-foot gage Steam Village at Gilford, N.H. The Orinstein & Koppel 0-4-0 and Henschel 0-4-0T may operate on a big loop around Steamtown. With this ambitious steam program lined up, Steamtown is looking for volunteer help. Contact Fred Bailey, P.O. Box 71, Bellows Falls, Vt.

Here's a listing of steam in Nova Scotia, Canada, today. Robert C. Tibbetts has four steamers on display in front of his paint factory in Trenton. They are No. 5, 0-4-0; No. 151, 0-4-0; No. 42, 2-6-0; and No. 7260, 0-6-0. The six-wheeler is a former CNR class 0-14c, built in 1906 for Intercolonial Railway and last used in 1964 by Drummond Coal Co. of Westville, N.S. A few miles from Trenton you can see another 0-6-0. This one, with a tender and coach, is enshrined in glass on the City Hall grounds at Glasgow. She was the first steamer to operate in Nova Scotia.

Who knows what happened to the two fireless cookers 0-4-0 used by Connecticut Coke Co. in New Haven?

Alan Pegler's 4-6-2 *Flying Scotsman* has been on display at Fisherman's Wharf next to the square rigger *Balclutha* and the steam tug *Eppleton Hall*. The green Pacific may operate in tourist service on State Belt Railroad tracks on the streets of San Francisco. Admitted, she would move at walking speed, but at least she'd be in steam.

Disguised as a load of freight under a tarpaulin, the Civil War loco *General* was brought back to Georgia. Chattanooga, Tenn., which had kept the loco for 70 years, seized her again in 1967 when she was headed for Georgia. The 4-4-0 was then returned to Tennessee until the Supreme Court ruled that she didn't belong there. The oldtimer was honored on April 12th, (See the photos on pages 22 and 23.) the 110th anniversary of the Andrews raid. The Augusta Chapter of NRHS recently issued a commemorative cover on the return of the *General*. This philatelic cover was carried in the cab of the loco on her way back to Kennesaw. Anyone interested can get one from the Chapter, P.O. Box 725, Augusta, Ga. 30903, for 35¢ plus sse.

Steam is preferred to diesel power by the Indonesian Forestry Commission, which has ordered an 0-4-0T from Hunslet Engine Co. for hauling logs on its narrow-gage line. The loco burns waste timber for fuel. Oil previously had to be shipped up by barge, which made it expensive.

Want to buy a steamer? Three ex-Illinois Central engines, 0-6-0's Nos. 261 and 272, plus 0-8-0 No. 3571, are up for sale by the Southeast Louisiana chapter of NRHS, Hammond, La. The engines are now rusting away just north of Crystal Springs, Miss., at Traxler Gravel. I photographed them myself years ago. They were in rough shape then, and if someone doesn't buy them fast they will be scrapped.

Harry C. Crooker of East Brunswick, Maine, has just bought one of the three existing steam Lombard log-haulers. Used in the old northern Maine wilderness around the turn of the century, the machine runs on tracks like a tank or bulldozer, yet is steam-driven and resembles a locomotive. Crooker plans to restore his purchase to operating condition. Anyone who has knowledge of these rare log-haulers should contact Harvard L. Fields, Box 242, Brunswick, Maine 04011.

New Zealand Railways No. 96, K class, built by Rogers Locomotive Works in 1878.
Collection of Gavin Sowry

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

The classic symmetry of the famous Pennsylvania R.R. 3700 class K-4s is very much evident in this night shot of Pacific No. 3747 in 1955 as she steams hot, ready for her run on train 701. She's on South Amboy, N.J., enginehouse track of Pennsy's New York & Long Branch route.

Bud Rothaar, 757 Pierpont St., Rahway, N.J.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Has a steam locomotive ever pulled an Amtrak train?***

Yes, indeed, the first time and possibly the last. On Feb. 27th the Union Pacific's powerful 8444 hauled the *City of San Francisco*, Amtrack train No. 5, from Denver to Cheyenne. This steamer was returning to home base at Cheyenne after having wheeled a railfan special for the Pacific Coast Chapter of R&LHS to Denver from Cheyenne the day before.

2 ***Information, please, on salaries paid Amtrak's top brass.***

President Roger Lewis gets $125,000 a year, Vice Presidents Harold Wanaselja and Robert Medvecky $55,000 apiece, Gerald Morgan and Harold Graham each $50,000, David Watts $37,500, and Controller Sydney Stearns $40,000.

3 ***Is the 1971 10-percent increase in Railroad Retirement annuities subject to adjustment for Social Security benefits?***

No. Beneficiaries collect it all.

4 ***What can you tell me about President Roosevelt's private car*** **Ferdinand Magellan?**

Built for the Association of American Railroads in the bright noontide of passenger travel at the Pullman shops in Calumet, near Chicago, it was sold to the Federal Government for one dollar for the President's private use. The car was an armor-plated rolling fortress. Its luxurious accommodations included five bedrooms, a shower bath, a dining room about 15½ feet long with a kitchen and pantry, and observation platform. Total weight, 285,000 pounds. In 1959, slightly outmoded, it was turned over to the Gold Coast Railroad, a steam tourist line in Florida. Since then, there has never been a private railroad car for the President of the United States.

5 ***Now that ICC has approved the merger (a) how much mileage is used by the combined Gulf, Mobile & Ohio and Illinois Central and (b) does the new system, Illinois Central Gulf, represent a takeover by the large IC of the smaller GM&O?***

(a) 9,432. With three short lines in Mississippi, the total mileage is now 9,670.75. (b) No. It is a merger of two strong railroads, with the best use of manpower and the facilities of both.

6 ***History, please, of Central of Georgia.***

Surveys for making railroad and canal connections from Savannah to interior Georgia were started in 1834. From this beginning, the North & South Railroad Co. of Georgia; the Augusta, Savannah, Macon & Northern; the Savannah, Griffin & North Alabama, and the Chattanooga, Rome & Southern were united to form the Central of Georgia. Many years later the Frisco acquired control of this system. Then on June 17, 1963, control passed over to the Southern Railway which owned about 71 percent of its capital stock. Today the Southern has almost 100 percent control.

7 ***One of my favorite poems is "Abandoned," by Olin Lyman; but I can't remember it all. Do you have the words?***

Yes. Its first publication was in our magazine in September, 1930. Lyman wrote half a dozen poems for us in the early 1930's. Here is "Abandoned":

The old branch line with its rusted rails
Wends on through the ancient hills:
The shadows creep as the sunlight fails,
And the calls of the whippoorwills
Sound in the thicket where verdure lies,
Shading the green of the grass-grown ties.

The night is born, and the stars awake
While the moon ascends the sky;
A ghostly wind stirs a lonely lake
To the wail of a loon's weird cry,
And the vines creep up to the broken door
Of a station where man will come no more.
Midnight and hush—then a phantom roar
And the note of a ghostly bell
And an eerie whistle, while pistons pour
Their wraiths of steam . . . The knell
Intones again. . . . past the stunted pine
The ghost train rolls on Memory Lane.

8 ***Is it true that radar is used to protect rail freight shipments?***

Yes. Radar and stop watches are vital weapons in the fight against freight loss and damage. The Cotton Belt, for one, uses two portable radar units and two stop watches, located at strategic areas of its busy Pine Bluff, Ark., electronic yard. These devices help to determine the rate of car release and resulting speed from the retarder, which itself is governed by built-in radar control. Years of experience have shown that four miles per hour is the safest coupling speed to avoid damage to lading.

9 ***What is a run-through?***

A freight train originally classified at an intermediate yard on one railroad and operated as a unit through a gateway city to an intermediate yard on another, or "foreign" railroad. The entire train—engines, cars, and caboose—is interchanged, stopping only long enough to change crews. This avoids delays due to reclassification of cars and regular interchange switch runs.

10 ***What was the N&R Railroad?***

The Newport & Richford was incorporated in 1880 to run between Newport, Vt., and the Canadian line near North Troy, Vt., and between East Richford and Richford, 22 miles. As part of the Missisquoi & Clyde Railroad, sold in 1880, it was leased in 1881 to the Montreal & Atlantic, now part of the Canadian Pacific.

11 ***Information is wanted on the "mud hens" used on the Denver & Rio Grande Western Railroad.***

Baldwin-built Vauclain Compounds, these 450 series (K-27) 2-8-2's were the first outside-frame engines on the D&RGW narrow-gage. They were dubbed "mud hens" from their appearance. The Crystal River 2-8-0's (Nos. 360, 361, and 375, ex-430-432), which arrived later, were called "little mud hens."

12 ***When was the largest rail mileage in the United States?***

It reached a peak in 1916 with about 253,000 route miles. Today, 56 years later, it has shrunk about 20 percent to a little over 200,000, which is an average abandonment of nearly 1,000 miles per year. The number of employees also is dwindling.

Wash 'em down, move 'em out! Santa Fe locomotives are serviced at San Diego station. These F units are being watered before Amtrak's train No. 777, the *San Diegan*, leaves on the daily run to Los Angeles. Running time is three hours.
Jim Belden, 3619 Paul Jones Ave., San Diego, Calif. 92117

Running Extra

You said recently that the first diesel locomotive to run in Arkansas was on the Kansas City Southern's *Southern Belle*, in 1938. This is not correct. The E3-12-567 passenger loco No. 21 was not delivered to the KCS until April, 1939. This loco was the former demonstrator No. 822. I was in charge of her for EMD on Rock Island and Illinois Central prior to her going on KCS. The EMD delivered to the RI six model TA-16-201-A passenger locos, Nos. 601-603, in Aug. '37, and 604, 605 a month later, and the 606 in Oct. '37. I am sure the Rock Island had a passenger loco in Arkansas before the KCS had—Walter A. Turner, Rte. 2, Hunting Lodge Drive, Inverness, Fla. 32650.

Information is wanted on New York Central passenger service between Montreal and Malone, N.Y. When did it begin and when was the last trip? What kind of locos were used? Was this line ever used for important trains?—Gustave R. Portelance, 1430 rue St. Marc, Montreal 108, Canada.

Twenty-six years ago, I was in a military police unit stationed at Ft. McPherson, Atlanta, Ga. Assigned to train duty, I had regular runs to New Orleans, Jacksonville, Danville, and Chattanooga, riding the ACL, SAL, L&N, and Southern. On a run to Chattanooga (I believe) I saw a bad wreck involving a U.S. Navy troop special and a freight train. Two sailors and the freight engineer were killed in the rear-end collision. It would have been much worse if the Navy train's two rear cars hadn't been baggage cars.

I'd like to hear from anyone who recalls this wreck and would buy a picture of it—Victor L. Rich, 17 5th St. N.E. #101, Massillon, Ohio 44646.

I want all available info. on steam locomotive publications and photos.—W. L. Stubbs, Jr., Rte. 4, Box 111-A, Dorris Rd., Alpharetta, Ga. 30201.

Your Jan. '72 department said the *Empire Builder*, trains 7 and 8 in Amtrak timetables, follows the same route as it did in pre-Amtrak days, except for a stretch in North Dakota. Actually, the *Empire Builder* today makes an even greater deviation. It used to follow the old Great Northern route between Spokane and Seattle via the Cascade Tunnel, 329 miles. Now it runs over the former Northern Pacific line between Spokane and Seattle via Stampede Pass, 394 miles.

(1) Amtrak provides a bus connection to and from Portland, which meets these trains at East Auburn, south of Seattle. If the *Empire Builder* used the route through the tunnel, a bus connection would have to be provided all the way from Seattle instead of only from East Auburn, 21 miles farther via rail.

(2) I believe the former GN has more favorable grades through the 7.79-mile Cascade Tunnel route than the old Northern Pacific had through Stampede Pass. Maybe the Burlington Northern prefers to use the Cascade route exclusively for freight. The scenery on both routes is superb, maybe a little better on the GN line.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.

The B&M article in Dec. '71 issue

interested me very much. I grew up in North Conway, N.H., the terminal of Conway branch service. I was well acquainted with all the motive power of those days from the small American 4-4-0, all-purpose types, to the high-wheeled Atlantics used for many years on passenger trains. P-1 and P-2 Pacifics were common enough on the branch, and local freight was handled by 1300-1400 Moguls. I was familiar with both the old and new North stations and the power serving them. Reading-Boston commuter trains were handled by about every possible type, including one ancient 2-8-0. The heavy freight locos were on the Boston-Portland run.—Charles L. Currier, 700 E. Strawberry Ave., Melbourne, Fla. 32901.

I have just run across a photograph of a Santa Fe steam loco off the tracks, apparently abandoned, near Madrid, N.M. I believe the number was 874. She appeared to be either a 2-8-0, 4-6-0, or 4-6-2. Can anyone tell me about her?—F. W. Wessel, 2401 H St., N.W., Washington, D.C. 20037.

I have an envelope that was in a Wabash wreck, postmarked Kansas City, July 24, 4:30 pm, Station D. Would appreciate details of the wreck. —Vera M. Hrbek, 82-19 Commonwealth Blvd., Bellerose, N.Y. 11426.

Why did the Pennsy have low tenders on many steam locos? I can't remember seeing such equipment on any other railroad.—Frank P. Geiger, 10 Tarrington St., West Caldwell, N.J. 07006. (Ed. note: Those engines made short runs. Low tenders were convenient for scooping up water "on the fly" from track pans.)

Noticed your recent query in *Railroad* about PRR and Russian Czar. I have studied the Pennsy for many years. Although much British money and some Dutch had been invested in the line for a while in the early 30's, I never knew of any Russian involvement. Much foreign money, mostly German and French, went into various Western roads after 1900.—Glenn Fessler, Rte. 1, Box 64, Prairie View, Ill. 60069.

When was the first roundhouse built in the United States?—D. W. Kleinhans, 6900 Mornington Rd., Baltimore, Md. 21222.

Information wanted on locomotives built in the 1800's by Palm and Robertson at St. Louis.—Robert D. Chew, 115 Ayr Hill Ave., N.W., Vienna, Va. 22180.

What happened to the old Virginian triple articulated 2-8-8-8-4 built by Baldwin in 1916.—John Bole (no address).

May I add to your Norwich & Worcester item in a recent issue? Although the road was running in 1840, four years after being chartered, it did not get to Groton, Conn., until 1899. Before then it stopped at Allyn's Point, just below Norwich; all passengers and freight then went by boat to New London and beyond. The company still exists, despite its leases in 1869 to the New England and later to the New Haven. It protested recently when the City of Norwich took some of its property for a parking lot.—Thomas Chappell, 9 Heath St., Mystic, Conn.

In 1919 the Pennsy showed off its No. 3700 to the public at Atlantic City, N.J. This was the only 2-8-8-0, or HC-1, it ever built. Like the I-1, the HC-1 ran with 50 percent cutoff in full gear. Each cylinder had a separate exhaust nozzel in the stack. The 3700 pulled out draft gear like crazy in mountain service and was retired in 1928. Not until World War I did the Pennsy use articulated engines in road service; they were ex-Norfolk & Western 2-8-8-2's in the 2000 series. I'd like information on this type. Did it have a stoker or was it hand-fired? With a 14-foot firebox, it would have been a killer for anyone with a shovel.—Richard Hanschka, 81 Kenwood Circle, Bloomfield, Conn.

How many different types of steamers were used on the Milwaukee?—Dan McDermott, Darlington, Wis. 53530.

Who can tell me about the Big Four using Illinois Central rails between Kankakee and Chicago when the New York Central affiliate's iron horses could have climbed upon the parental iron at Sheff, Ind., and trundled up through Indiana Harbor and on to Chicago?—Frank J. Ehlers, 22 Winding Brook Way, Holmdel, N.J. 07733.

What became of the Illinois Terminal Company's three streamlined electric trains sets? Were they last seen on the transfer track of the La Salle & Bureau County Railroad?—R. W. L. Kirby, 630 E. 4th St., Long Beach, Calif.

Someone asked about a train wreck in North Haven, Conn. It happened Sept. 2, 1913, with 21 persons killed. Incidentally, anyone is invited to visit my railroad museum here.—Keith Randall, Box 141, Harrisville, N.H. 03450.

Your March '72 *Running Extra* had a query about an ancient switch key off the NY&OM. This was the New York & Oswego Midland, running between Oswego and Oxford, N.Y.—Bill Jenner, 639 W. 32nd St., Los Angeles, Calif. 90007. ●

John Zayman explains the workings of an Illinois Central locomotive to Janice Nickols, a U. of Illinois co-ed, as part of University's open house special.
R.P. Reiff, 707 N. Whitcomb Dr., Palatine, Ill. 60067

Books of the Rails

LOGGING ALONG THE DENVER & RIO GRANDE, by Gordon S. Chappell, hard cover, 190 pages, 8½x11½", photos, maps, rosters, Colorado Railroad Museum, Box 641, Golden, Colo. 80401; $8.50.

The loyal legion of Rocky Mt. railfans have another great book to add to their libraries, this one dealing with railroad logging operations in southwestern Colorado and northern New Mexico. These small lines, which bought and borrowed liberally from the old D&RG, would be forgotten in time if it were not for knowledgeable men like Gordon Chappell.

ARTHUR E. STILWELL, by Keith L. Bryant, Jr., hard cover, 256 pages, 6½x9¼", photos, maps, Vanderbilt University Press, Nashville, Tenn. 37203; $10.

Whether all railroad builders are "characters" is open to conjecture, but the flamboyant, turbulent founder of Port Arthur, Texas, will do until we read about another one. It can't be said that Stilwell lacked daring when he visioned a line such as the Kansas City, Mexico & Orient Railway, to run from Kansas City to the Gulf of California. This vision never materialized, but his bold hunches and railroad building make colorful reading.

THROTTLING THE RAILROADS, by Clarence B. Carson, hard cover 132 pages, 6½x9½", some photos, Liberty Fund, Inc., Indianapolis, Ind.; $4.

While Carson might not be called a labor-baiter and anti-Government, he does score quite a few points on how he thinks labor and the Government together have hurt the railroads down through the years.

TRACING THE ROUTE OF MARTHA'S VINEYARD RAILROAD, by Walter Blackwell, soft cover, 27 pages, 8¼x10½", photos, maps, Englehard Printing Co., 8080 N.E. 2nd Ave., Miami, Fla. 33138;

Just in time for railfans who might visit Martha's Vineyard this summer and want an update on location and route of the old island railroad that ran from Oak Bluffs to Edgartown. In Aug. 1943 *Railroad Magazine* carried a feature story by H. F. Thomas, a retired New Haven towerman, called "Salt Spray on the Rails," on Martha's Vineyard and Nantucket roads.

THE GREAT WESTERN SCENE, by Maurice W. Earley, hard cover, 56 pages, 9x7½", an album of photographs with captions, Oxford Publishing Co., Oxford, England; $3.

Many of these pictures cannot claim artistic or pictorial merit, but are basically intended as a factual recording of all types of Great Western power taken from 1922 to 1961. British Rail buffs should like this book, especially if they remember the various classes of rail power prior to World War II. ●

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The books are available only by mail, *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.60)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CN STEAM POWER, by Clegg and Corley	$12.95	($12.30)
ENTERPRISE DENIED, by Albro Martin	$10.95	($10.40)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
SOUTH SHORE INTERURBAN, Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
GOLD RUSH NARROW GAUGE, by Cy Martin	$ 6.95	($ 6.60)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
DOWN AT THE DEPOT, by Edwin P. Alexander	$15.00	($14.25)
THE AMERICAN STEAM LOCO, Vol. 1	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.60)
ERIE POWER, by Alvin F. Staufer	$20.00	($19.00)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
THE COLORADO ROAD, F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 7.95	($ 7.55)
ALL ABOARD! RR's in Michigan, W. D. Dunbar	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
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THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
THE PULLMAN SCRAPBOOK, Wayner	$ 4.95	($ 4.70)
COMMUTER RAILROADS, by Dorin	$12.95	($12.30)
LOCOMOTIVES OF DICKSON MFG. CO., Gerald Best	$10.00	($ 9.50)
COLLECTOR'S BOOK OF LOCOMOTIVE, E. Alexander	$15.00	($14.25)
ATLANTA AND THE OLD SOUTH, Wilbur G. Kurtz	$ 5.98	($ 5.70)

THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts. (timetables), emp. tts.* (employes timetables), *SSE* (send 3¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JOHN ALLEN, Box 259, Centralia, Ill. 62801, will sell 1884 Poor's Manual, Loco. Engrs. Journal '33-'58, Car Builders Cyclo., Loco Cyclo. (SSE)

WAYNE ALLEN, 962 Greenland Rd., Portsmouth, N.H. 03801, buys 35mm color slides of Phelps-Dodge, C&EI. TP&W, NYC, CP GP30's; trades B&M train orders for other rrs.

JOHN AMRHEIN, 5511 Summerfield Ave., Baltimore, Md. 21206, wants info. on BW&A, B&A, AW&B, Md. Elec. Ry.

DICK ANDERSON 334 S. Prindle St., Arlington Heights, Ill. 60004, sells sizes 116, 120 negs. of Washington (D.C.), St. Louis trolleys, also cabooses, stations.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned 120, 116 size cameras desired by many railfans for large oblong negs.; details and list free.

JACK ARMSTRONG, 197 N. Summer St., Adams, Mass. 01220, buys, trades diesel negs. of southern rrs.

DEAN ARNOLD, 1620 Creal Crescent, Ann Arbor. Mich. 48103, trades slides, postcards, tts., empt. tts.; wants esp. emp. tts. of his area.

BOB ASKEVOLD, 1800 Edgecliff Dr., Fullerton, Calif. 92631, sells, trades AT&SF forms; tkts., tts., emp. tts. of other rrs.; WAB 1896 rule book. (SSE)

ED BANGS, 25 Pleasant St., Charlestown, Mass. Mass. 02129, sells Boston area PC, B&M commuter tts. (SSE)

CLIF BARKLEY, Box 20, Arbovale, W. Va. 24915, will trade PRR K4 whistle for RDG G3 whistle.

TUT BARTZEN, 6008 Wallen Ave., Ft. Worth, Texas 76133, buys pix, negs., slides of KCS FM Erie builts.

HARVEY BASS, 287 Valley Rd., River Edge, N.J. 07661, buys West Shore, Erie, DL&W, NYS&W tts.; sells tts.; list free. (SSE)

ED BAUMGARDNER, 26 West End Ave., Oneonta, N.Y. 13820, buys pix of U&D train wrecks, snowplows in action.

DICK BEALL, 2550 S.W. 16th St., Miami, Fla. 33145, buys or trades FEC negs., pix.

C.F. BECK, 13 Georgetown Rd., Parlin, N.J. 08859, will sell 35 issues Railroad Magazine 10/68-1/72; make offer for lot.

ROGER BEE, RR3, Rochester, Minn. 55901, trades 35mm negs., locos, short lines, stations, cabooses, etc., his area for yours. (SSE)

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md. 21217, wants present addresses of fans to whom he owes supplemental photo lists.

COLWYN BEYNON. 74 W. 27th St., Hamilton 43, Ont., Canada, sells CP dining-car china or trades for Canadian hardware; list free.

JON BLACK, 409 Dorothy Dr., King of Prussia, Pa. 19406, buys pre-'90 pix of LV, esp. Lavry's, Pa., station.

BOB BLAISDELL, 314 S. Locust St., Champaign, Ill. 61820, will buy "Lincoln Land Traction," also CERA Bulls. on ITS.

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wishes to contact 35mm rr. camera fans in Canadian cities of Regina, Toronto, Hamilton, Montreal, Arvida.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors; anything Fla. Buys RPO, trolley, diner matl., any rr.

Mrs. CATHERINE BREEDING, 423 Melrose, Richardson, Texas 75080, buys, sells, trades rr. silver, China, glassware. (SSE)

WALT BROSCHART, Box 8064, Jersey City, N.J. 07308, sells railroadiana. (SSE) Buys pix, negs. of 1920-'30's of rrs., trolleys.

GERRY BURRIDGE, Box 152, Pte. Claire 700, Que., Canada, buys negs. of SD&P business cars, action psgr. scenes; sells steam pix. List 10¢.

DAVE BUSSE, 675 W. Lockwood Blvd., Webster Groves, Mo. 63119, buys, sells, trades uniform buttons, cap badges. (SSE)

RAY CANZONE, 5258 Longton Rd., Lyndhurst, Ohio 44124, will buy pix of PRR D16sb 6239, UP 4-8-2 7019, Loco Cyclopedias of 1909, '12, '16, '30, '41, '44.

FRED CARNES, 185 S. Highland Ave., Ossining, N.Y. 10562, buys rule books and emp. tts.

FRANK CLODFELTER, 36 Westchester Dr., Asheville, N.C. 28803, buys slides, negs., pix, data on ET&WNC.

TIM COLBERT, 1008 Englewood Dr., Parma, Ohio 44134, trades negs., slides of PC, EL, N&W, CTS, SHRT for those of your area.

FRANK CORNELL, 4955 Creek Rd., Lewiston, N.Y. 14095, buys info., pix of locos pulling Lincoln funeral car until 1902.

JOHN CORNS, 604 Fulton Rd., N.W., Canton, Ohio 44703, buys, sells, trades steam hardware; wants pix, negs. of PM 2-8-4 1335 (SSE).

RALPH COOPER, 4229 Greenwood Pl., Kansas City, Mo. 64111, will sell Railroal Magazine and Trains, 1940's to date; Off. Guides '36 thru '70's; free list.

TONY CURLEY, 940 Adeline St., Montgomery, Ala. 36108, buys info., pix on L&N. SCL locos, rolling stock.

LES DAIGLE, RD 1, Box 414C, Shirley, Mass. 01464, will buy Neal's "High Green and Bark Peelers."

JOHN DALTON, 19 Hillside Pl., Cranford, N.J. 07016, sells 35mm diesel slides of CNJ, PC, etc. Buys slides of EL, CNJ, B&O. (SSE)

PETE DARMODY, 110 Whitmoor Terr., Silver Spring, Md. buys slides, pix of B&O psgr. trains.

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, sells tts., annual reports, railroadiana of Erie, EL, LIRR, NYC, PRR. (Large SSE)

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, buys negs., slides of DL&W diesels, psgr. equip., stations in N.Y.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 30¢. Buys, sells CN, CP, TH&B steam negs.

PAUL DOUGLAS, 112 W. 21st St., Vancouver, Wash. 98660, buys negs. of SLSW 664-665, Mountain Quarries 101, P 3072-3074, OWR&N 88-102, SAL 237.

TERRY DURKIN, 3660 Pringle St., San Diego, Calif. 92110, sells steam loco bells, whistles.

LARRY EASTWOOD, Box 41, Huntingdon Valley, Pa. 19006, buys pix of Reading RPO MU's 363-364 before conversion to combines, RDG coaches in seashore service.

J. EFHAN, 1516 29th St., Sacramento, Calif. 95816, will trade WP 3x3-foot loco herald sign for WP switch key. (SSE)

JACK FESCO (retired SP engr.), 4309 Edenhurst Ave., Los Angeles, Calif. 90039, will sell 1922, '38, '47 Loco Cyclopedia; ICS bks. on steam locos, air brakes. (SSE)

DAN FINFROCK, 5198 Dee Alva, Fairfield, Ohio 45014, sells 4x5, 8x10 pix from Cincinnati RR, Club collection. (SSE)

LEROY FLORAY, Jr., 1326 Denbright Rd., Baltimore, Md. 21228, buys, trades WM diesel pix for color pix of GP18's, GP20's on all roads except NYC, PC, UP.

J. GARDNER, 192 Balsam Ave., Toronto, Ont. Canada, buys loco postcards, esp. Canadian displayed locos except Audio-Visual.

ELMER GEISER, formerly of Philadelphia, Pa., send your address to A. Kavian, 1230 N. Greenview Ave., Chicago. Ill. 60622.

MIKE GENTILE, Jr., Box 315, Ashtabula, Ohio 44004, sells railroadiana, early 1900 interurban car hardware.

C.B. GOODMAN, 5826 S. Western St., Chicago, Ill. 60636, buys rr. china, glassware, silverware, linens, etc.

BILL GORDON, 232 Beresford Rd., Rochester, N.Y. 14610, sells trolley transfers. (SSE) Trades uniform buttons.

BOB GREENWALT, 3542 N. Rosemead Blvd., Rosemead, Calif. 91770, buys, trades defunct rr. stocks, bonds. (SSE)

WM. GRIST, 1673 Tryon Rd., N.E., Atlanta, Ga. 30319, buys pix of G&F and Tallulah Falls Ry.

HARVEY HANSEN, 4370 Stewart Ave., Los Angeles, Calif. 90066, buys, trades for slides of WAB in Penna.

T.C. HARRILL, 1018 Parkwood Ave., Charlotte, N.C. 28205, will trade one ballpoint pen for one unsahrpened rr. pencil: Will sell 2 ballpoint pen collections.

MORRY RAWKINS, Box 64, Ellisville ,Mo. 63011, trades MP frt. train orders for AT&F, NYC, GN, UP, CMSP&P. (SSE)

LAWSON HILL, 163 Moffat Rd., Waban, Mass. 02168, buys, trades color slides of NP heavyweight psgr. cars.

JIM HINKHOUSE, Box 721, Ft. Morgan, Colo. 80701, buys Howard Fogg railroad prints; write first.

ERIC HIRSIMAKI, Box 631, Vicksburg, Miss. 39100, boys, trades NKP rolling-stock plans, pix, info. on work equip; NKP diagram book.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 pix of trolleys, diesels. Ea. list 15¢.

AL HOOVER, 120 Fruit St., Peru. Ill. 61354, buys bks. showing steam locos carrying rr. emblems.

CLARENCE JOHNSON, 549 Lynn Haven Dr. S.W., Atlanta, Ga. 30310, buys pix of Rome (Ga.) Ry. & Light Co. trolleys.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx N.Y. 10461, sells back issues of rail mags., rr. bks., tts. (SSE)

LARRY KAYSER, 350 Baldwin Rd, Parsippany, N.J. 07054, wants list of all available 500 books.

JOHN KEAVY, Jr., Box 214, Fall River, Mass. 02724, sells steam, diesel, elec. rubber stamps with or without your name. (Large SSE)

R.L. KENNEDY, Box 186, Islington, Ont. Canada, sells new LP records of CP tripleheader on 5/1/60.

WAYNE KERSLAKE, 1615 Cedar Lane, Sioux Falls, S.D. 57103, sells, trades switch keys. (SSE)

DAN KIRCHNER, 5460 Proctor, Detroit, Mich. 48210, sells tts., emp. tts., other railroadiana; Buys lanterns. (Large SSE)

DARREL KISER, 419 Cussewago Rd., Meadville, Pa. 16335, buys negs. of EL, PC psgr. trains. Trades recent diesel negs. for your area.

HENRY KLEY, 724 12 St., Windom, Minn. 56101, sells CSPM&O 1906, '11 frt. bills, records, tts.

ELMER KREMKOW, 14150 Cedargrove, Detroit, Mich. 48205, trades, sells diesels, trolleys. Buys PC, EL Baldwins, FM's.

E. KREISSIG, 1700 Melton St., Birmingham, Mich. 48008, wants info. on St. Louis Green and Yellow trolley lines.

BILL KUEBLER, 408 Egbert Ct., Fargo, N.D. 58102, buys 1950, '63 NP calendars.

AL LANGLEY, Jr., Rte. 1, Box 64-A, North Augusta, S.C. 29841, sells reprints of Gainesville Midland Dec. 1928 tt. and Greene County RR. Mar. 1927 tt.; both $1.

CHUCK LAVALLEE, 900 E. Lawson St., St. Paul, Minn. 55106, will buy or trade for Donovan book "Gateway to Northwest."

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, Ohio 44135, sells Off. Guides 1937-'46. (SSE)

BOB LeMASSENA, 1795 S. Sheridan Blvd., Lakewood, Colo. 80226, will buy 1930 Railroad Magazine 3-6 and 9, or trade steam negs. for them.

DAVID LEONARD, 2640 Campbellton Rd., Atlanta, Ga. 30311, trades orig. Kodachromes of Santa Fe PA for same of CP.

ED LEWIS, 14 E. Main St., Arcade, N.Y. 14009, sells copies of his 40-page book on WA&G.

T.E. LINDSAY, 3545 Merrimac Ave., San Diego, Calif. 92117, wants operable scissor-type telephone, complete.

SCOTT LOMAZZI, 3144 Gary Ave., Merced, Calif. 95340, buys rr. forms. Sells, trades emp. tts., tts., other railroadiana. (SSE).

H.G. MACDONALD, 124 E. Wisteria Rd., Wildwood Crest, N.J. 08260, buys, trades for pix of orig. PRR Wissinoming station.

BILL MAGAZIN, 11 Alegra Court, Walnut Creek, Calif. 94598, trades SP tr. orders for those of your area. (SSE)

RALPH MARSON, 8070 Busch, Centerline, Mich. 48015, will buy 1/72 Off. Guide and 1894-'14 American St. Ry. Investments.

JIM McDONALD, 60 Harrison St., Boonton, N.J. 07005, will swap March, Sept. 1940 Railroad Magazine for newer or older issues.

GEO. MELLINGER, VA Hospital, Kansas City, Mo. 64128, will sell Prince's "Alaska RR," autographed by author, mint cond., other books.

BARRY MERSON, 5530 Beaminster Pl., Montreal 252, Que., Canada, buys post-1920 pix, postcards of trolleys, subways.

FRED MILES, 3121 Maple St., Franklin Park, Ill. 60131, will buy 6/66, 3/67, 10/71 issues Railroad Magazine.

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, will buy b&w, color pix of CMSP&P bi-polar elecs. in Cascade Range.

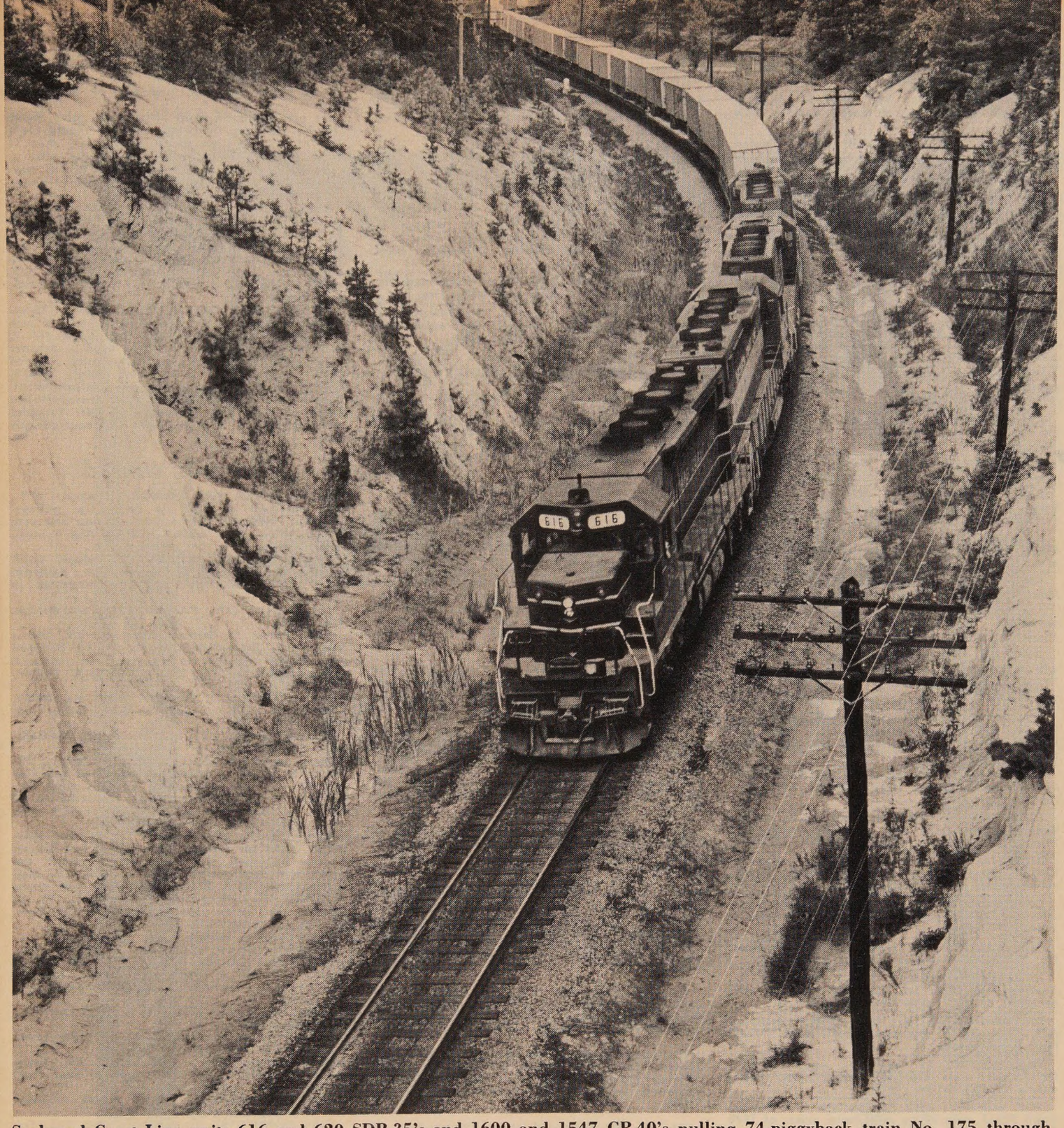
BRUCE MOFFAT, 6727 N. Loron St., Chicago, Ill. 60646, sells Trains 1-10/69, 4-7/68.

ANDY MONISERA, Box 181, Sparrowbush, N.Y. 12780, buys frameable pix of NYO&W camelbacks.

DAN MOSS, 405 Byron Ave., Mobile, Ala. 36609, buys, sells, trades for rr. uniform buttons, insignia. (SSE)

CARL MUNCK, 2007 Betz Rd., Bellevue, Neb. 68005, buys negs., specs of UP oil-burning gas turbines.

CHAS MUNDEN, 1327 N. Vernon St., Arlington, Va. 22201, trades RF&P, C&O, SOU, W&OD rail-



Seaboard Coast Line units 616 and 620 SDP-35's and 1600 and 1547 GP-40's pulling 74-piggyback train No. 175 through Bracey, Va., on November 10, 1970. Train was highballing along at 59 mph down through this cut with clear board ahead.
Curtis C. Tillotson, Jr., College St., Oxford, N.C. 27565

roadiana for any fire, police, rescue squad items. (SSE)

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, buys, trades for pix, negs., slides, dwgs. of billboard reefers; private owner, turn-of-century frt. cars.

AL MUTHARD, RD 2, Macungie, Pa. 18062, buys back issues ERA Headlights, track maps, neg. collections.

JON NELSON, 9911 W. Broadview Dr., Miami Beach; Fla. 33154, buys anything FEC or Fla. Buys, sells, trades all tkts., RPO cancellations.

DAVE NESTLE, RD 2 Ray Rd., Greenwich, N.Y. 12834, sells much railroadiana. List 25¢, refundable.

S.K. NIGHSWANDER, Box 164, Beltsville, Ohio 14815, sells, trades rr. date nails.

SCOTT NIXON, 627 Scott's Way, Augusta, Ga. 30904, buys, swaps postcards of rr. stations, single playing-card backs with rr. motif.

LARRY PATTON, 911 Dickerson Lane, Blacksburg, Va. 24060, sells rr. pix; buys N&W steam pix.

JIM PETROPULOS, 515 S. Gertruda Ave., Redondo Beach, Calif. 90277, buys, borrows pix of small Baldwin 2-8-2's.

RON PLAZZOTTA, 2641 S. 92nd St., West Allis, Wis. 53227, wants CNW slides of 233, 235, 237, 238, 241, 324 in blue paint; also swaps slides.

KEITH PRATT. 9 Gilman St., Somerville, Mass. (zip code?) buys pix of CN psgr. train in snow slide near Terrace B.C. 1/15; also A&J, R&S pix.

JIM PROKES, 7850 S. Kenneth St., Chicago, Ill. 66652, buys steam, trolley tts. and any C&EI items.

P.E. PURCELL, 40 Plaza Sq, St. Louis, Mo. 63103, buys dupl. slides, b&w enlargements of Pennsy GG1 4823; dupl. slides of Day Line steamers.

SCOTT PYLES, Box 213, New Martinsville, W. Va. 26155, will buy brass lantern.

F. REEDER, 315 15th St., Charlottesville, Va. 22903, buys, trades tkt dater dies. Trages tts. for those of Va. Buys station, tower items.

RANDY REEDY, 2042 N. Taylor St., Arlington, Va. 22207, sells SOU, W&OD, etc., railroadiana.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, globes, bells, hdlts., whistles, locks, keys.

L.J. RICHARDSON, Box 12, Peninsula, Ohio 44264, will sell lounge, diner, sleeper cars, excel. cond.

WM. RUSSELL, 402 Rochelle Ave., Wilmington, Del. 19804, sells size 616 steam negs. AT&SF, CB&J, CN, N&W, NKP, UP. (SSE)

HOWARD SANFORD, 702 Hastings Dr., Harrisburg, Pa. 17109, will pay to borrow PRR from CT 1000, dated 11/1/23, to make Xerox copy.

DAN SANGER, Box 649, Hawthorne, Nev. 39415, will buy book "Locos of Western Pacific."

DICK SAPELLI, 390 Dartmouth St., Wyckoff, N.J. 07481, trades postcards, forms, tie date nails of Erie, EL, NYS&W. (SSE)

GEO SCHANLIN, 2025 N. College, Ft. Collins, Colo. 80521, will sell Corliss book "Main Line of Mid-America" Buys AT&SF books. (SSE)

FRANK SCHEER, 18 E. Rosemont Ave., Alex-

andria, Va. 22301, buys, trades sw. keys; emp. tts., playing cards, expr. or rr. wax sealers, lanterns, other railroadiana.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells color slides of diesels stations. Lists, sample 25¢.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells Conn. Co. trolley tts. 1927-'33; MEC, BM, CV tkts.; Eastern tts., emp. tts.; lists 50¢

DOUG SHEPHERD, Rte. 1 Box 531, Ramona, Calif. 92065, will trade Vols. 1-2 of "Steam in 60's" and "Sounds of UP Steam" for "Whistles West."

PHIL SIMMS, RD 1, Rte. 416, Montgomery, N.Y. 12549, buys L&HR railroadiana; trades kerosene hand lanterns.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, buys pix, rr. bks., rr. calendars, Baldwin mags.; car, loco cyclopedias.

R.L. STAFFORD, Rte. 4, 101 Dedeaux St., Gulfport, Miss. 39501, sells rr. telegraph insulators, projects such as lamps, book-ends, candleholders.

RON STEINER, 3336 Paddy Lane, Baldwin Park, Calif. 91706, sells rr. annual passes 1890's-1910's. (SSE)

JOHN STROMBECK, 2211 E. 4th St., Mishawaka, Ind. 46544, buys, sells, trades rr. stock certifs. (SSE)

CARL STURNER, Box 24, Earlton, N.Y. 12058, buys 35mm or larger color transparencies.

JOHN SUSKEWICZ, 349 Roosevelt Rd., Pittsburgh, Pa. 15237, wants addresses of reliable ry. museums which can restore and house equip.

TOM SWENSON, Box 1851, Milwaukee, Wis. 53201, sells Amtrak, BN pix, maps, tts., books, misc. (SSE)

JOHN THOMSON, 103 Story Hall, Cambridge, Mass 02138, trades 35mm color diesel slides.

E.L. TOMBERLIN, Box 2295, San Leandro, Calif. 94577, buys any size pix of pre-PCC trolleys in Minneapolis-St. Paul area.

JOE TOTH, 2608 Woodlawn, Ennis, Texas 75119, will sell Athearn book, "Rebel of the Rockies."

CHAS. TURNS, 4627 Forest Oak Way, Memphis, Tenn 38118, sells railroadiana; list free. (SSE)

BOB VENSEL, 1827 Underwood Ave., Huntington, W. Va. 25701, buys Trains "Railroad Photo Albums." Buys, sells back issues of rail, mdl. mags. (SSE)

JOHN WAITE, 1113 Grant St., Ypsilanti, Mich. 48197, buys sw. keys, locks, lanterns, other railroadiana; send list.

FRED WALKER, 2250 Ridgecroft S.E., Grand Rapids, Mich. 49506, sells condensed branch tts. from 1930's and '40's. (SSE)

BOB WALLACE, 57 Woldham Rd., Bromley, Kent, England, sells pix of British motive power, rolling stock, other railroadiana.

CARL WALLENMEYER, 1713 Pollack Ave., Evansville, Ind. 47714, buys CTC machine control levers, switches, boards.

BOB WARREN, 1201 Kapok Circle, Clearwater, Fla. 33515, buys super-8 color rr. movies.

HARGIS WESTERFIELD, 713-15 W. 25th St., Kearney, Neb. 68847, will buy Donovan's biography of Harry Bedwell, other Bedwell info.

DALE WHITEHEAD, Box 4302, CMR 2, Sheppard AFB, Texas 76311, will buy Rehor's book "Nickel Plate Story."

TOM WILSON, 59 Lynn Dr., Appleton, Wis. 54911, sells sizes 616, 620 steam, diesel negs., mostly C&NW; no list.

ROY WOJAHN, 1012 E. Vanowen St., Orange, Calif. 92667, sells 35mm dupl. color slides of 1948 Chicago RR. Fair. (SSE)

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells on approval negs. of eastern rr. diesels; no list. (SSE)

FRED YEO, 1485 N. 2nd Ave., Upland, Calif. sells calendars, R&LHS Bulls., Baldwin Locos. mags, booklets, other railroadiana. (SSE)

GENE ZANK, 1414 Eastward St., Alma, Mich. 48801, sells tts., emp. tts., Off. Guides, other railroadiana. Buys Mich. tts., emp. tts. List 50¢, refundable.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell one copy of ea. of these hard-cover books: "North Eastern Steam" (British), by Tuplin, 215 pages, ill., index, (1970), $5; "Lincoln's Journey to Greatness" (his first train ride to Wash.), by Searcher, 279 pages, ill., index, (1960), $4; "Sam Bass" (train robber), by Gard, 262 pages, ill., biography, index (1936), $4; "Jim Fiske" (rr. tycoon), by Swanberg, 310 pages, ill., index, (1959), $4; all excel. cond., postpaid.

Model Trading Post

ERNEST EBERLE, 108 Park, Rockledge, Pa. 19111, will buy HO gage RDG 4-8-4 15c, 2-8-0C, brass PRR, logging locos.

E.E. EDWARDS, 410 Westchester Way, Birmingham, Mich. 48009, will sell 70 Lionel, Ives O-gage track secs., 2 prs. manual and one pair automatic switches, etc.; make offer.

GEO. FERRIS, Box 270, King City, Calif. 93930, buys pre-'61 Erector sets, esp. motors, gears. (SSE)

GORDON McLEOD, 486 W. Inman Ave., Rahway, N.J. 07065, sells AF S-gage equip. (SSE)

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys AF wide-gage tr. accessories, cats. 1927-'37.

JOHN NERNOFF Jr., 9 Roslyn Dr., Glen Head, N.Y., does customized model rr. or trolley lettering.

JERRY PRUDEN, 216 S. West St., Alexandria, Ind. 46001, will sell Wagner 12"-ga. 4-4-4 coal-fired live steam loco, tender, 4 coaches; excel. cond. (SSE)

MARTHA STEWART, 3015 Mason Pl., Tampa, Fla. 33609, sells plastic 0 gage scale bldgs. trs.. etc.

ED WILLIAMS, 822 Ridge Rd. W., Ontario, N.Y. 14519, will buy B-L O-gage live steam loco kit and complete loco in larger gage. ●

Abandonments (February list)

Baltimore & Ohio—0.86 miles, Jerome branch, Somerset County, Pa.

Chicago & North Western—5.4 miles, Flugstad to Webster City, Iowa.

Total miles of abandoments (excluding end of operation) authorized by ICC for Feb. '72—6.26. ●

Coming Events

May 6: trip to Pine Creek R.R., Allaire, N.J. June 17: EL trip to Port Jarvis, N.Y. July 29: to Canaan, Conn., for station centennial, town festival. N.Y. Div. R.R. Enthusiasts, Box 302, Hasbrouck Heights, N.J. 07604.

May 6, 7 round trip each day Sheffield, Ala., to Corinth, Miss., behind ex-Mississipian No. 77 2-8-0 over Southern tracks. SSE for info. to North Ala. RR. Club, P.O. Box 4163, Huntsville, Ala. 35802.

May 4, 6, 13, 17, 25, 27; June 6, 10, 14, 22: visit Niagara Falls from Windsor, Ont., CNR train and bus. Adults $21, $23; kids less. Emarcy Tours, P. O. Box 1287, Detroit, Mich. 48231.

May 12-14, June 2-4: Northern Calif. "Trinity Alps". May 19-21: Week-end in Redwoods. May 20-21: Sacramento River cruise. May 25-30: Yellowstone Park adventure. June 9-11: Nevada-Calif. Historical adventure. All scenic, some steam. Jim Weinberger, tour director, R&LHS, Box 3552, San Francisco, Calif. 94119.

May 12-28, June 9-25, Sept. 1-17, rail ramble in England, Scotland, Wales. Write Mrs. D. H. Wallace, Madison Travel Bureau, 28 Waverly Pl., Madison, N.J. 07940.

May 20: 4th Annual Shortline Ramble over Morristown & Erie for benefit of Morris County Central R.R. Steam train with coaches, private car, leaving M&E depot, Rte. 10, Whippany, N.J., 8:30 a.m., returning 12:30 p.m. Adult $5; kids $3. Private car $6. Trip Director, 10 Pine St., West Orange, N.J. 07052.

May 21: Greenville, N.H., Centennial. Special B&M run for celebration, chicken barbeque. Frank Kyper, trip chairman, N.E. Div., R.R. Enthusiasts, Box 136, Ward Hill, Mass. 01830.

May 21: Phila. Chap., NRHS, operating King Coal Special, round trip. Reading to Shamokin behind Reading push-pull equipment. Contact Robert L. Eastwood, Jr., Box 41-R, Huntingdon Valley, Pa. 19006.

May 27: Doubleheaded steam, Birmingham to Opelika, Ala., one way, behind Southern No. 722 2-8-0 and No. 4501 2-8-2. Return behind 722. SSE for details to Heart of Dixie R.R. club, P.O. Box 254, Birmingham, Ala. 35201.

June 17: Round trip over CofG Augusta to Savannah, using Southern 4501. Contact Augusta Chap., NRHS, P.O. Box 4094, Martinez, Ga. 30907.

June 29 and Sept. 7: 1972 International Rail Safaris to Europe, each. Treasure Tours Inter., Inc., 1010 St. Catherine West, Montreal 101, Canada.

July 9: PCC trolley trip Shaker Heights line. Leave Cleveland Union Terminal 11:30 a.m., return 5 p.m., $4.50 adults; kids half fare. Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

Aug. 11, 12, 13: Convention of National Asso. of Timetable Collectors, Holiday Inn, Waterbury, Conn. Contact Louis W. Goodwin, Lock Box 3, Northfield, Conn. 06778.

Aug. 30-Sept. 4: NRHS National Convention, New York City. Rail trips planned. Contact Herbert Frank, Jr., 655 E. 14th St., Apt. 5A, New York, N.Y. 10009. ●

Additional Roster Notes

George R. Silcott sends us new info. on our Arkansas Short Lines roster (March '72). He has sold a McLouth Steel 600-hp EMD switcher to the Arkansas & Louisiana Missouri Ry., which then resold it to Olin-Mathison. He also purchased an A&LM 35-ton Plymouth and sold it to Lithcote Corp.

To our California Short Lines roster (also March '72) he adds the following. Note 43 should read: TS 741-742 were originally TS 141-142, then TS 741-742 (1952). Both were retired and sold to Preston W. Duffy & Son (11/7/66). TS 741 was scrapped. TS 742 was sold to Silcott, then to Valley Camp Coal Co.

To the same California roster, Ted Wurm fills us in on details of Parr Terminal's diesels: No. 1 is a Plymouth 30-ton model WLG-3 unit with a C wheel arrangement. It was built in 1929 for Fisher, Ross, McDonald & Kahn; then sold to Utah Construction Co.; then to Nevada Copper Belt which numbered it 6 (1945); then to Parr Terminal, renumbered 1.

PT No. 2 is a Plymouth model HLA-2, 125-hp 20-ton unit with a B wheel arrangement. It was built in 1931 for Hetch Hetchey Railroad as No. 2, then renumbered 1171, then sold to A.D. Schader Co., then sold to Parr and renumbered 2 (circa 1951). PT No. 3 is a Plymouth model ML8/2, 250-hp, 20-ton unit with a B wheel arrangement. It was built in 1943 for U.S. Army Transportation Corps as No. 7618, then sold to Parr Terminal and renumbered 3. Dan Shelburne compiled this data. ●

Pen Pals Wanted

Ben Leventhal, 8514 Broadway, Elmhurst, N.Y., was conductor on BMT De Kalb Ave. trolleys Brooklyn, 1920-'48, now retired subway employe; wants letters from trolley buddies and subway clerks.

Dick Jacobs (15), Box 384, Guadalupe, Calif.

John V. Mosher, 1728 Mayfair St., Emporia, Kan. 66801, wants girl pen pals interested in railroads.

Sue Rosteter (17), P.O. Box 232, Stockbridge, Wis. 53088.

Chris Bates, 73 Griffin Court, Mill Rill, Blackburn, Lanc., Great Britain, wants pen pal between ages 20-30, interested in all phases of railways,

Debbie Hawley (18), Rte. 1, Box 95-A, Chilton, Wis. 54014.

Roy Gillespie, P.O. Box 219, Noel. Mo. 64854, has critical ailment, needs cheer-up letters and cards.

Debbie Molohan (15), 642 Illinois Dr., Monroesville, Pa. 15146.

Mme. Josiane Boudas, 108 Blvd. de Valmy, 92-Columbes, France, a railway employee with daughter, age 12, who is learning English, seeks correspondence with similar family for exchange of letters between both children and parents with view to possibility of visits later.

Andrew Gayle Mir, P.O. Box 146, Gloster, Miss. 39638, seeks his father, Andrew Mir, last known address Metuchen, N.J. He is now married, expects child soon; wants father to live with him.

The former Miss Diana Tims, who has young twin daughters, last heard from Feb. '71 in Atlanta, Ga.; write your mother, Mrs. J.B. Tims, Box 63, Wattsville, Ala. 35182.

Mrs. Dorothy Hurlsey, RFD 2, Acworth, Ga.

Linda Van Daalwyk, (17), Rte. 1, Gilbert, Wis.

Eiko Yoshii (24), Eri Demachi (19) and Mariko Maedo (19), all at Dispensary, Takano Hospital, 24-3, 3-chome, East-Kaziya, Ota Division, Tokyo, 144, Japan.

Darrell Spoonemore (17), 2115 N. Washington St., Enid, Okla. 73711.

Senorita Jovita Demaangay (31), 5 Pedro Lopez St., Cebu City, Philippines.

John Laplaca, 956 E. County Line Rd., Lakewood, N.J. 08701, age 28, wants to hear from female railfans in his area.

"Rusty" Jacons (18), Marine Corps member, Box 384, Guadalupe, Calif. 93434.

John Sillman (18), Stewart Hall, Rm. 535, Tri-State College, Angola, Ind. 46703, wants to hear from female railroaders and anyone interested in East Coast rrs.

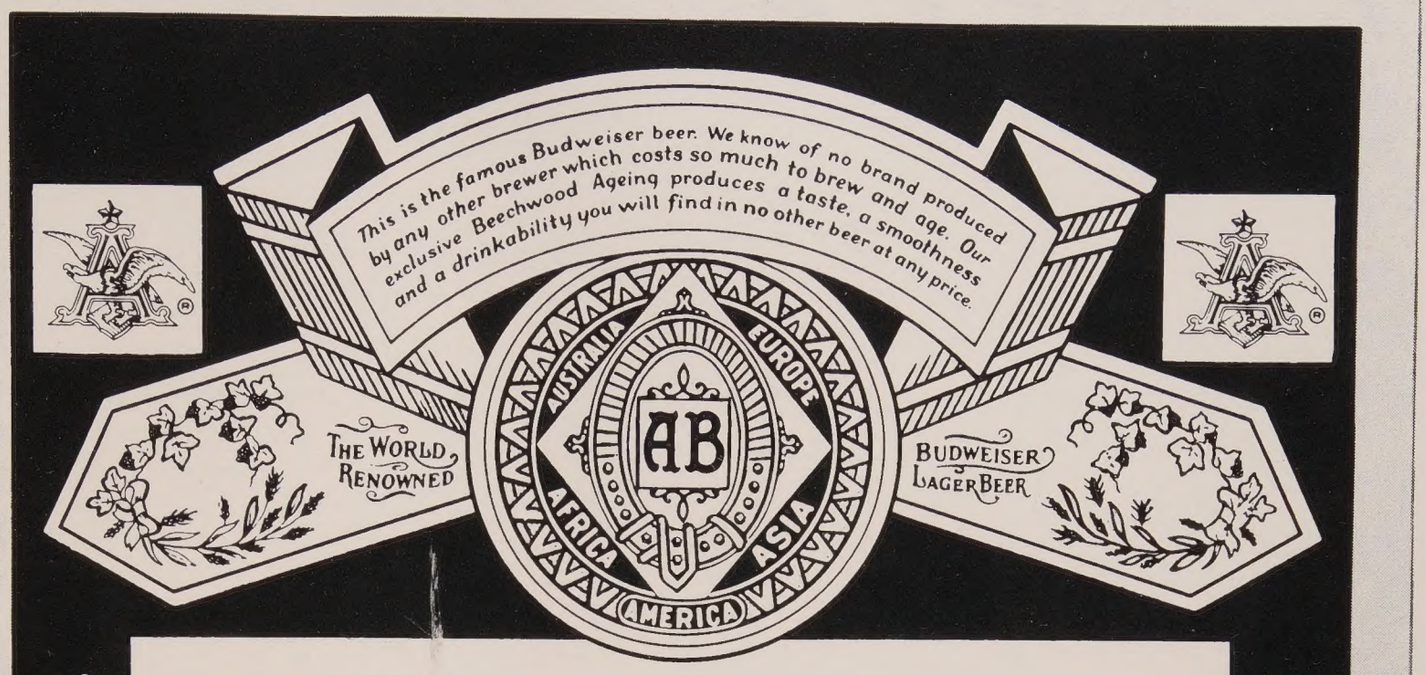
Senorita Aida Febria (20), Singson Compound, Guadelupe St., Cebu City, Philippines. ●

Historical Publications

THE RAILWAY HISTORY MONOGRAPH, Vol. 1, No. 1 (Jan. '72), edited by William F. Rapp; soft cover, 35 pages, 8½x11" maps, index, J-B Publishing Co., 430 Ivy Ave., Crete, Neb. 68333. Quarterly $6, single issue $3. This publication would be better if it included photos and rosters of some Nebraska railroads. Idea is good, subject interesting, but fans want more for their money.

GHOST RAILROADS OF SARASOTA COUNTY, by Elmer G. Sulzer, soft cover, 44 pages, 8½x11", photos, maps, rosters, Sarasota County Historical Society, P.O. Box 3079, Sarasota, Fla. 33578. The text, index, and cross-references of names of abandoned lines in one Florida county is the main function of this booklet and it does the job well. There's an interesting chapter for circus fans as well. Price of book, $2.25 ppd.

WHISTLE ON THE WIND, soft cover, 26 pages, 11x8½", photos with captions, Mid-Continental Ry. Museum, North Freedom, Wis. Good photograph brochure tracing the history of this outstanding museum. ●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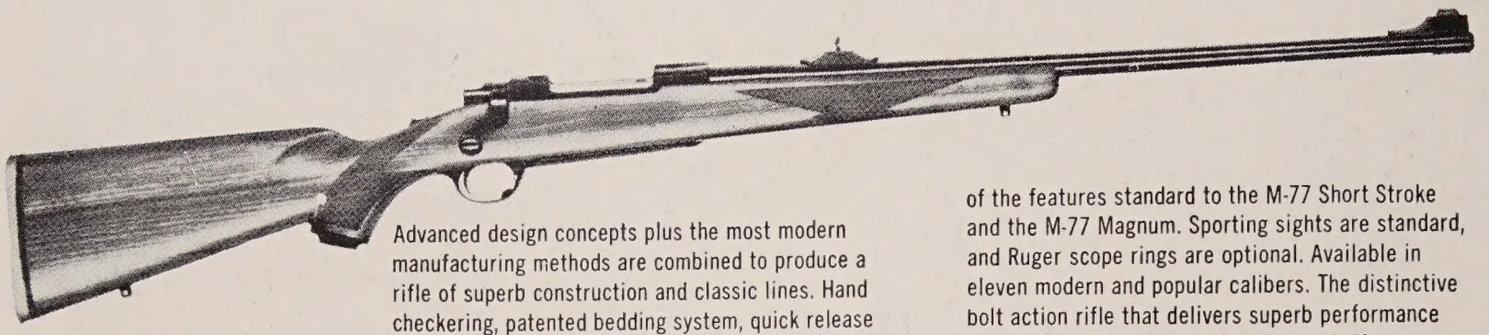

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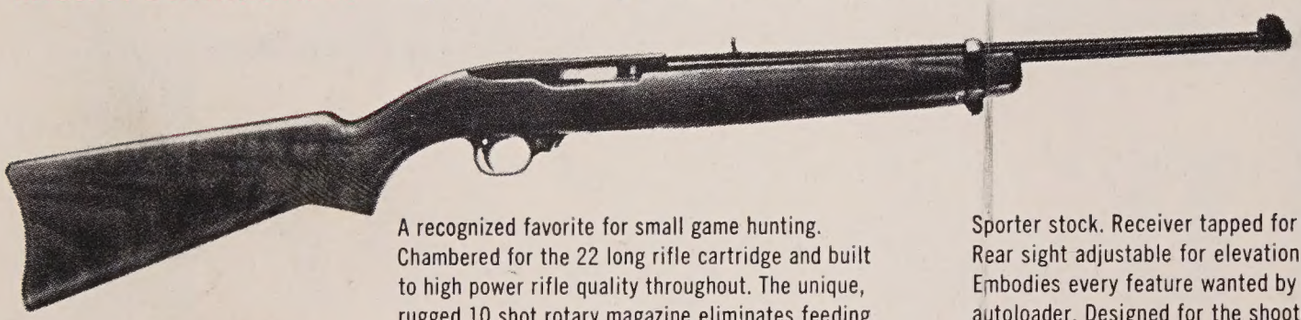
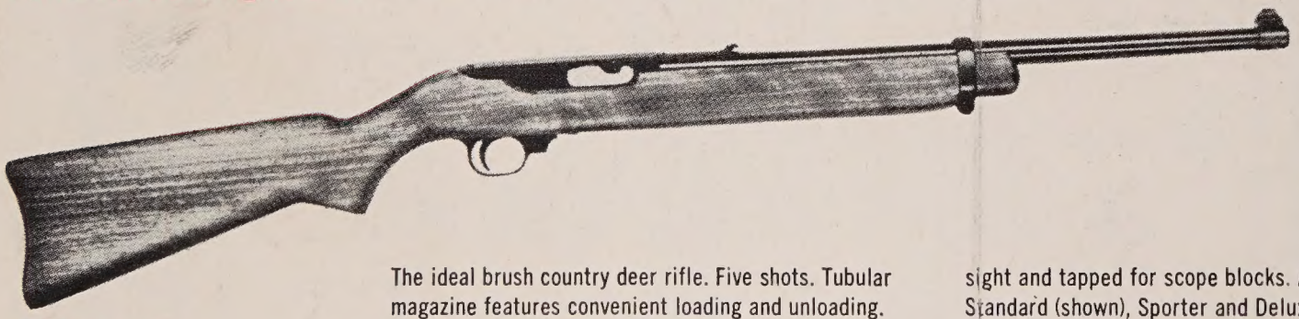
Advanced design concepts plus the most modern manufacturing methods are combined to produce a rifle of superb construction and classic lines. Hand checkering, patented bedding system, quick release floor plate, sliding tang safety, rubber butt pad and scope mount bases integral to the receiver are some of the features standard to the M-77 Short Stroke and the M-77 Magnum. Sporting sights are standard, and Ruger scope rings are optional. Available in eleven modern and popular calibers. The distinctive bolt action rifle that delivers superb performance and custom rifle design right off the shelf. $165.*—$179.



10/22 Autoloading Carbine

A recognized favorite for small game hunting. Chambered for the 22 long rifle cartridge and built to high power rifle quality throughout. The unique, rugged 10 shot rotary magazine eliminates feeding malfunctions. Available in Standard (shown) or Sporter stock. Receiver tapped for scope blocks. Rear sight adjustable for elevation and windage. Embodies every feature wanted by sportsmen in a 22 autoloader. Designed for the shooter who recognizes quality. $56.50*—$64.50.



44 Magnum Autoloading Carbine

The ideal brush country deer rifle. Five shots. Tubular magazine features convenient loading and unloading. Gas operated mechanism provides smooth and reliable functioning. Equipped with adjustable rear sight and tapped for scope blocks. Available in Standard (shown), Sporter and Deluxe (with receiver sight) versions. Compact, lightweight, light recoil, high power. $117.*—$122.—$125.

Number One Single-Shot Rifle

As a combination of beauty and strength, this falling block rifle has no equal in the world of modern sporting firearms. The Standard Model shown is one of five basic models designed for every sporting purpose. Models vary by barrel length, barrel style, forearm style, sighting equipment and chamberings for eleven proven cartridges. An expensive rifle. Worth every penny of it in terms of accuracy and elegance. A logical style for the varmint shooter and a challenge to the big game hunter. $265.* (all models)

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*Prices shown are for different versions of the basic model. Asterisk denotes price of the model that is illustrated. All prices are suggested retail list.

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